

# Landscape Strategy

## Landscape & Habitats

The application is supported by a comprehensive Green Infrastructure Statement prepared by Turley; and a Landscape Strategy prepared by Stephenson Halliday. These have been significantly informed by ecology and drainage considerations.

The southern fields are the key focus of landscape and habitat mitigation proposals. These include the following measures:

- Grazing marshes
- Ditches
- Ridges and furrows
- Seasonal wetland scrapes
- Reed beds
- Scrub and grassland
- Spoil mounds and gabions
- Native coastal tree planting
- Wildlife tower
- Native coastal scrub planting
- Reed bed habitat

- Restored / improved / naturally colonised grassland habitat
- Restored ditch with re-profiled banks

The Landscape Strategy responds to the industrial nature of the Site and is ecology-led, aiming to contribute to the enhancement of biodiversity, where practically possible.

The proposed measures have been agreed through pre-application discussions with Biodiversity Officers at NPT. The southern fields are the key focus of landscape and habitat mitigation proposals. These include:

### Ditches

- Remove overgrown scrub along the internal banks and along the top edges, together with silt removal to improve water flow.
- Clearance works to create an open ditch network for wildlife, improve waterflow, site wide drainage and management.
- 7m wide grass field margins will be retained either side of the ditches for maintenance access, field margin habitat and wildlife corridors.

### Ridge and Furrow

- Undertake an initial grass cut and vegetation clearance to reveal the original field patterns.
- Grass and weeds will be cleared to a level that can be grazed for maintenance.
- Habitat monitoring will take place over the initial years to establish the seasonal effectiveness of the existing system.
- Some minor excavation works may be required to improve the current system for further effectiveness subject to monitoring reports.

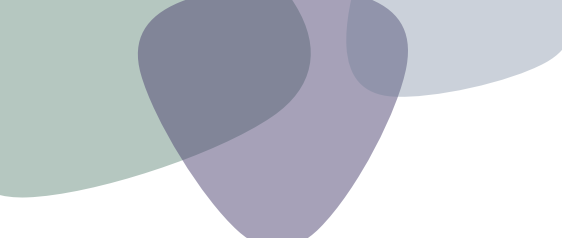
### Seasonal Wetland Scrapes

- Creation of two new wetland scrapes.
- Excess soil and subsoil to be used on site where possible or, as spoil mounds across the wider site to preserve the seed bank and encourage self-colonisation.



-  Red Line Boundary
-  Proposed new services - refer to engineers details
-  Existing rough ground
-  Proposed development
-  Proposed new road / infrastructure
-  Proposed 'rain garden' - gravel or free draining aggregate surface (suitable for potential SuDs - refer to drainage strategy) - allow to naturally colonise
-  Proposed engineered retaining edge (refer to Engineers drawings for details)
-  Existing open water
-  Existing scrub vegetation retained
-  Existing rough grass / mosaic habitat
-  Proposed naturally colonised grass vegetation / mosaic habitat
-  Proposed new coastal scrub planting
-  Proposed gabion basket retaining edge (additional habitat provision)
-  Existing commemorative stone retained
-  Proposed filter drain - gravel based rain garden with self-seeding vegetation - refer to drainage engineers details
-  Proposed filter strip - strip of grass between highway and filter drain - refer to drainage engineers details
-  Proposed soil / spoil mound - indicative size and location

Figure 104: Landscape Strategy Mitigation Proposals (ref: 0780-SHRK-XX-XX-DR-L-1001 to 1014)



## Reed Beds

- Create new reed bed habitat covering an area of around 32,200sqm.
- Each scrape will be graded to create a shallow end and deep end to further support a range of wetland habitats.
- Any excess soil will be removed and used to create soil mounds or for gabion fill to replace habitat loss.
- Reed planting will be generated from onsite seed collection and restricted to sowing around the drier edges to allow successful establishment.
- Natural colonisation will prevail over time and will be monitored.

## Scrub and Grassland

- New pockets of coastal scrub habitat are proposed to replace existing removed through the clearance works.
- Any existing grassland removed, or ground disturbed through site clearance works will be made good but will not be reseeded. Instead, the preferred method of grassland re-establishment is to allow natural colonisation, expanding the species diversity of the Margam Moors SSSI.

- Large wide areas of grassland corridor will be left to establish as additional habitat across this area.

In addition, landscape mitigation measures are proposed adjacent to the existing lagoon. These include:

- Excess soil and spoil from the wider site works will be retained on Site and utilised for habitat creation.
- This will be as soil / spoil mounds formed around the Site, retaining the seed bank and left to colonise naturally, forming the open grass mosaic habitat as found across the wider steelworks site.
- Additional soil and spoil will be used to fill gabion baskets located around the lagoon edge.
- The mixed fill will create unique habitat for plants, insects, expanding provision and biodiversity across the northern area of the Site.
- Additional pockets of species rich coastal scrub are proposed around the lagoon to compensate for loss in the southern grazing marshes and to further expand biodiversity across the wider site.

The Landscape Strategy seeks to support drainage and enhance biodiversity. It accords with the principles set out in LDP Policy BE1 (Design), Policy 9 (Resilient Ecological Networks and Green Infrastructure) of FW and the placemaking principles set out in PPW (Edition 11).

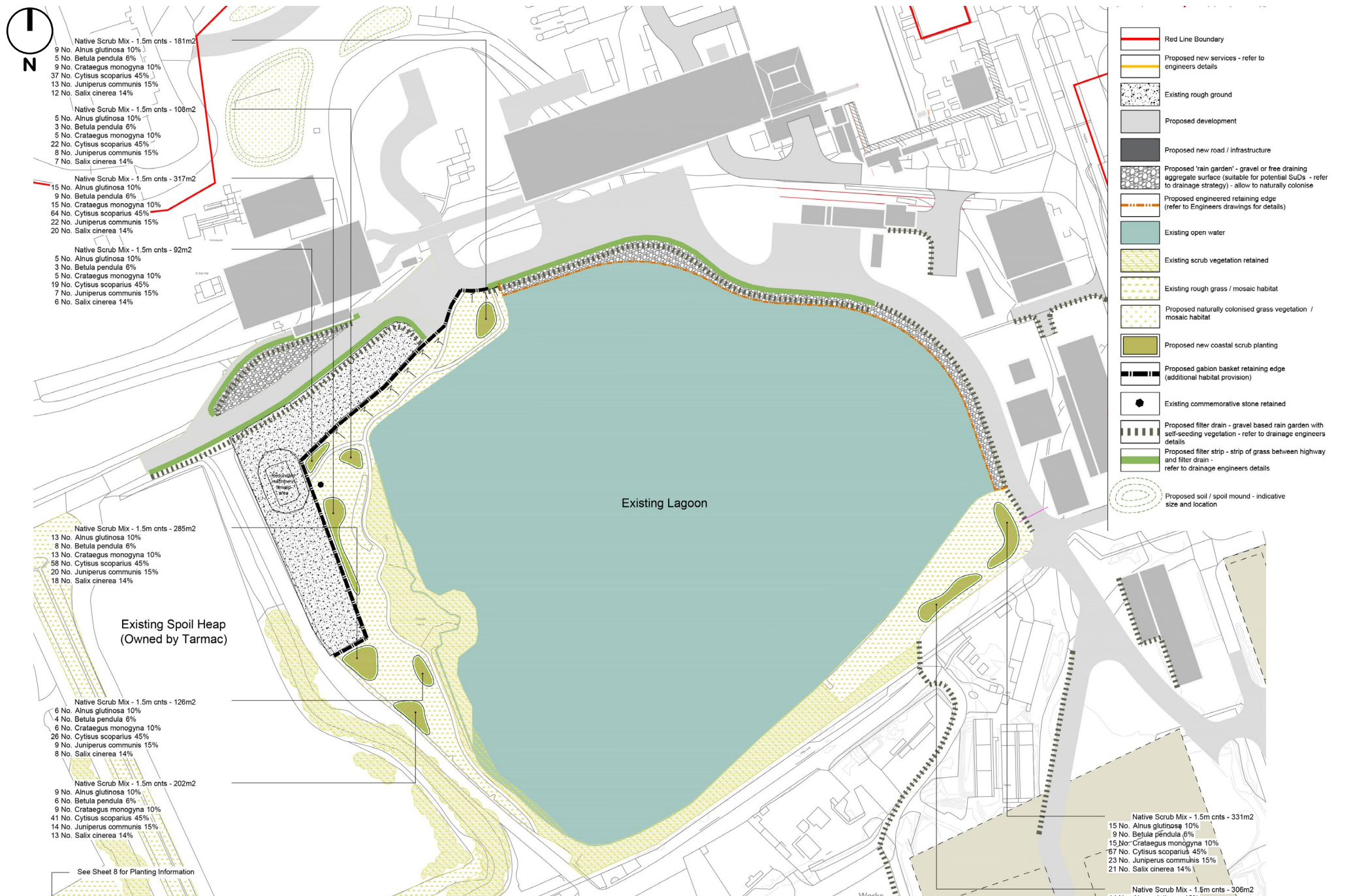
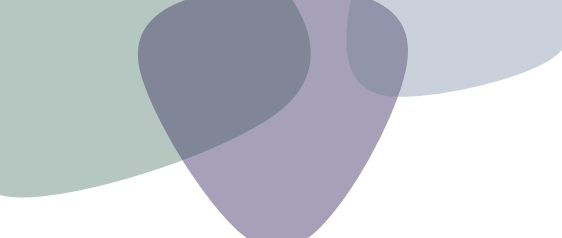


Figure 105: Landscape Strategy Mitigation Proposals (Lagoon) (ref: 0780-SHRK-XX-XX-DR-L-1006)



## Ecological Mitigation and Enhancement

The proposed package of on-site mitigation includes:

- **Grassland management** – implement an annual cutting regime of random areas of established grassland to diversify grassland (i.e. c.5 – 10%), with the arisings removed. This cutting would need to be done in a ‘messy’ way (no straight lines).
- **Scrub management** – control scrub growth to ensure it doesn’t dominate as a means of maintaining the structural diversity of the habitats.
- **Woodland management** – clear existing areas of woodland of dense scrub understorey to promote tree heath and create more open areas such as clearings / rides.
- **Design initiatives** – creation of bunds, artificial slag piles and gabion baskets to encourage the natural regeneration of open mosaic habitat (to SINC status).
- **New planting** – areas of lichen heath and heathland to be created within some of the proposed landscaping / SUDS areas.

- **Replacement habitat** – all new railway lines will have extended ballast either side to provide greater opportunity for development of open mosaic habitat
- **Artificial Hibernacula** – Provide artificial hibernacula using ballast / brash from other areas of the Site within the woodland and scrub areas.

In addition, the following enhancement measures are proposed to the southern extent of the Site:

- **Cattle grazing** – low level of cattle grazing to diversify existing vegetation.
- **Ditch enhancement** – upgrading of ditches to ensure they qualify at SINC status.
- **Wildlife tower** – a built feature to provide potential habitat for barn owl, roosting bats, invertebrates and nesting birds.
- **Topography manipulation** – optimum site grading to maximise habitat efficiency to promote species diversity.
- **Reedbed creation** – the creation of new reedbed habitat in the regenerated southern fields.
- **Wetland habitat creation** – the use of excavation to create new depressions and wetland habitat in the southern fields.

- **Interpretation boards** – public information boards explaining the green infrastructure strategy and the achievement of net biodiversity benefit.

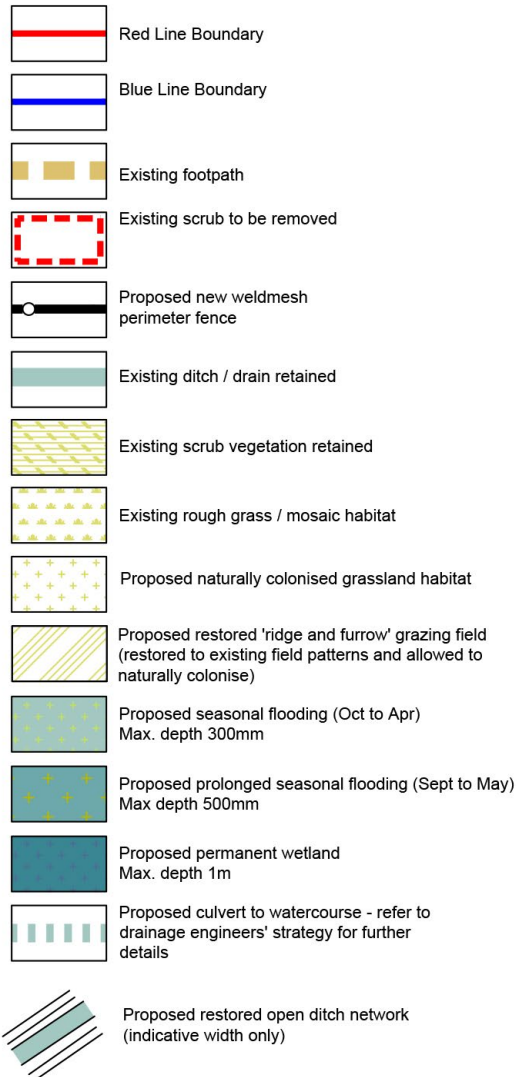
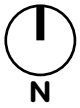
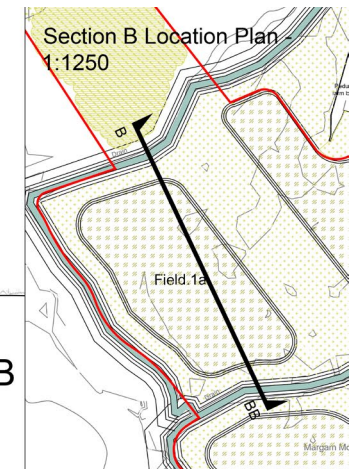
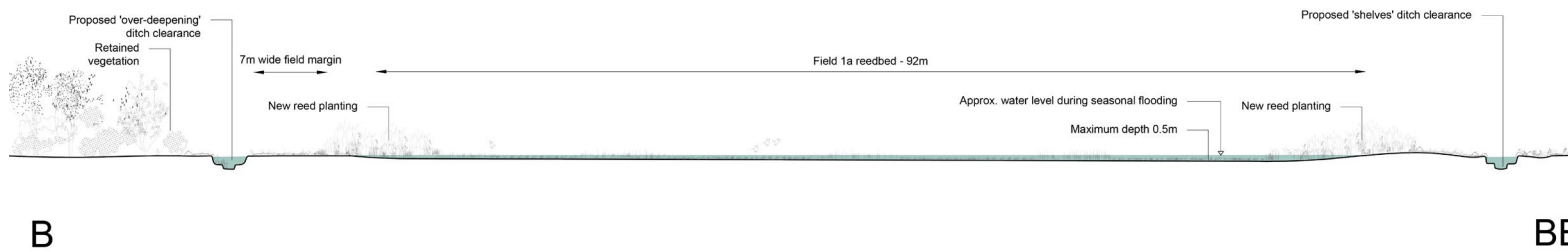


Figure 106: Landscape Strategy Mitigation Proposals (Southern Grazing Marshes) (ref: 0780-SHRK-XX-XX-DR-L-10011/12)

### Section A - Typical Section through Gabion Edge to Lagoon 1:250



### Section B - Typical Section through Reed Bed 1:250



### Section C - Typical Section through Field 4 Wetland Scrape 1:250

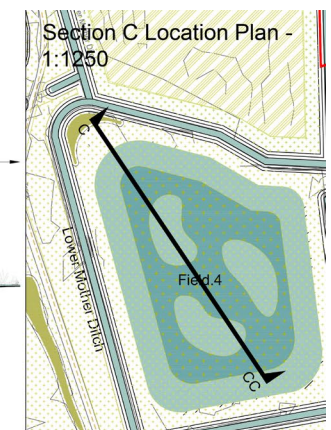
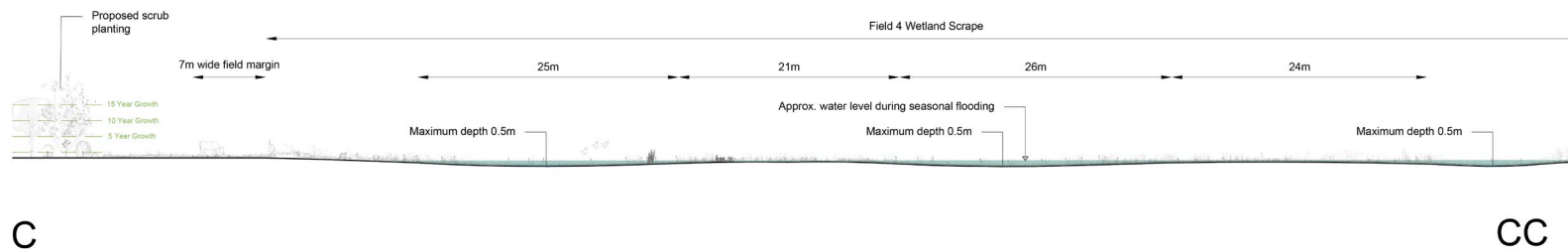
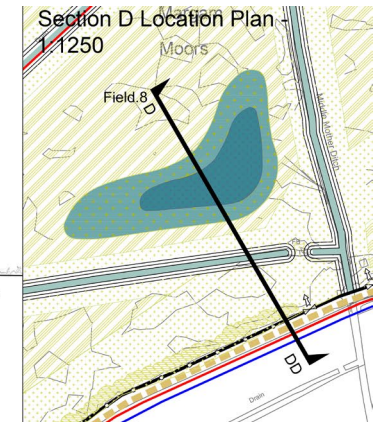
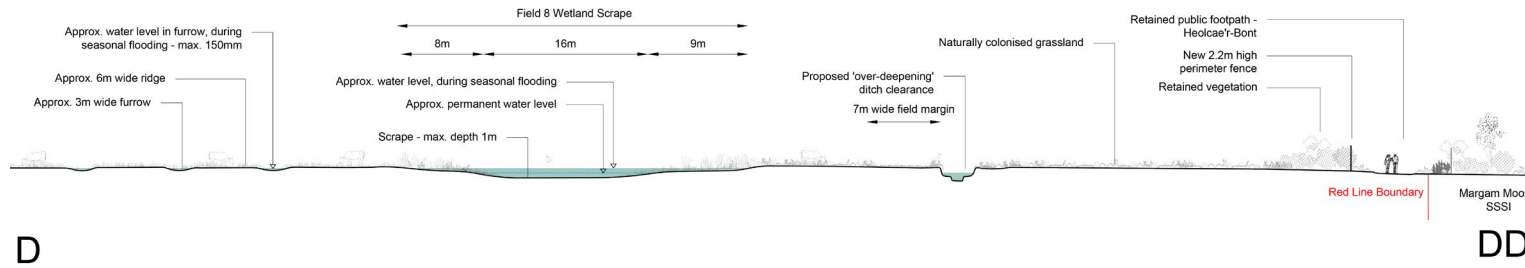
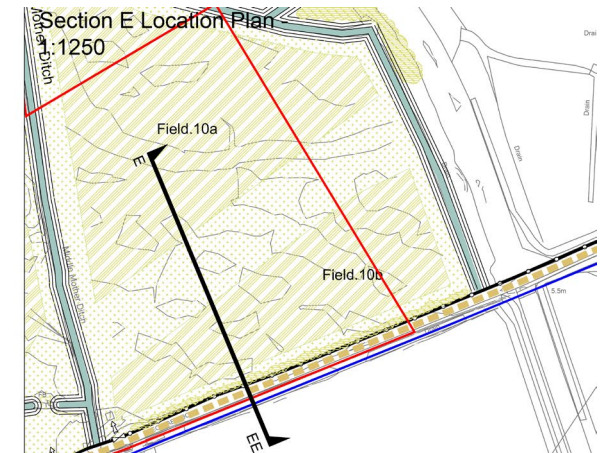
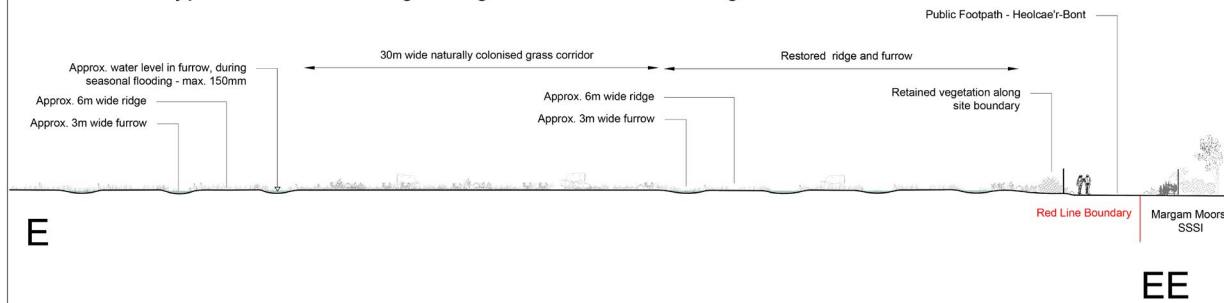


Figure 107: Landscape Proposals - Site Sections (ref: 0780-SHRK-XX-XX-DR-L-7000)

## Section D - Typical Section through Field 8 Wetland Scrape



## Section E - Typical Section through Ridge and Furrow Grazing Field



## Section F - Typical Section through Spoil Mounds

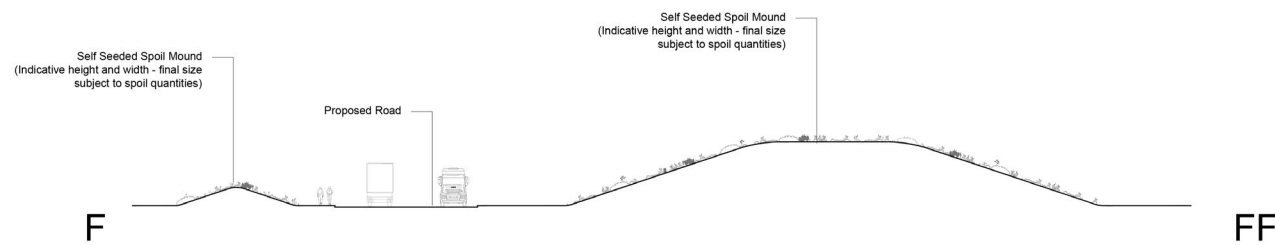
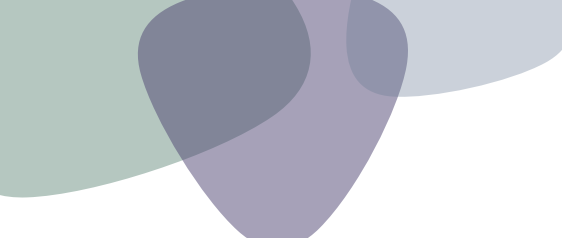


Figure 108: Landscape Proposals - Site Sections (ref: 0780-SHRK-XX-XX-DR-L-7001)



## Drainage Strategy

A surface water drainage strategy has been developed for the Site by JBA and will be incorporated into the Site design and construction. This will aim to control surface water runoff without increasing flood risk or impacting on water quality downstream using SuDS where possible.

Areas shown to be at surface water and small watercourse flood risk are associated with existing waterbodies across the Site, and small localised areas of ponding. These areas of ponding shall be managed by SuDS features across the Site.

The principles of the SuDS surface water drainage strategy are outlined as follows:

- Areas of development and new facilities located on existing impermeable surfacing will be drained via the existing systems towards the onsite wastewater treatment works.
- For new areas of development, two main surface water systems will be operated across the Site: the 'contaminated stream' and the 'clean water stream'. Both streams shall ultimately be pumped to the Site outfall into Swansea Bay.

The SuDS surface water drainage system will manage the risk of surface water flooding through the collection and conveyance of surface water up to the 1 in 100 year rainfall event with an allowance for climate change. Surface water will be discharged at the Site outfall at an unattenuated rate.

Areas of the Site shown to currently be at flood risk from surface water and small watercourses are generally associated with small localised areas of ponding. Where these extents of ponding are located in areas proposed for new development, the SuDS system will ensure conveyance of surface water flows away from on-site flood risk receptors into the Site drainage system therefore mitigating the risks from this impact.

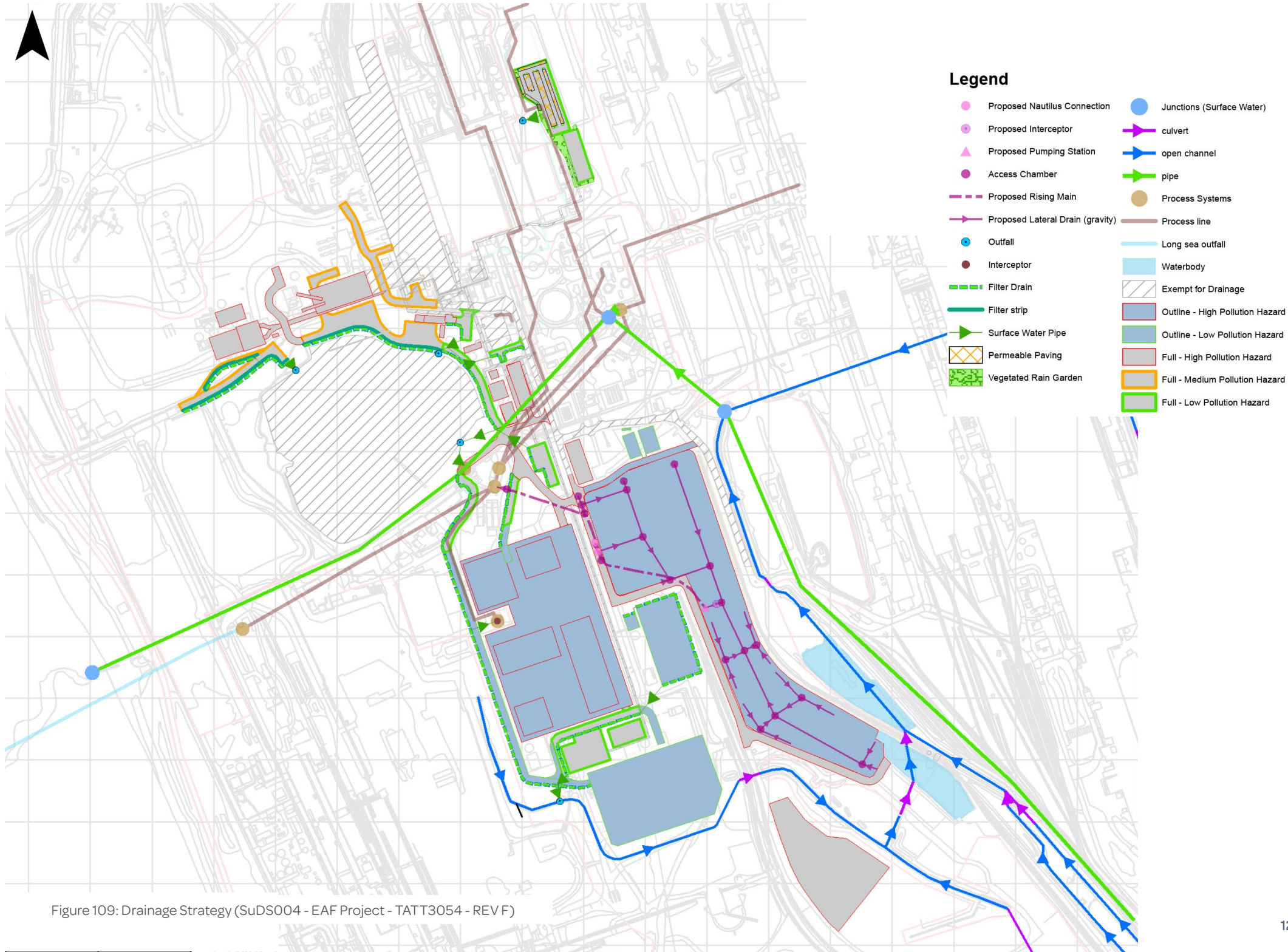
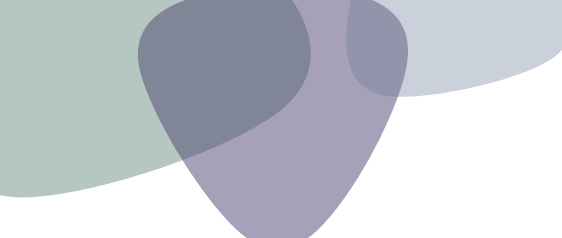


Figure 109: Drainage Strategy (SuDS004 - EAF Project - TATT3054 - REV F)



# Mitigation & Effects Summary

## Summary

The new EAF has been designed to minimise and mitigate any environmental impacts and create benefits where possible.

The 'Green Infrastructure and Landscaping' and 'Drainage Strategy' sections on pages 118-127 of this DAS set out details of the proposed approach to landscape, habitats and water management. The following additional considerations are summarised here:

- Air Quality
- Noise
- Ground Conditions
- Archaeology & Heritage
- Views
- Lighting.

The full assessment and mitigation approach can be found within the Environmental Statement (ES) supporting this planning application.

## Air Quality

The proposed EAF will use "Best Available Techniques" in accordance with prevailing guidance to control emissions generated at source. For instance, dust (i.e. suspended solids, which includes PM<sub>10</sub>) from the EAF will be treated in a Fume Extraction Plant. The Proposed Development will also incorporate other embedded mitigation measures to control emissions attributable to the Site, including a Construction Environmental Management Plan. Owing to the improvement in emissions, the air quality assessment found impacts on air quality were mostly beneficial or otherwise insignificant as a result.

A specialist air quality assessment has been undertaken by Temple. A total of eight scenarios have been modelled to assess air quality impacts from road traffic and industrial emissions between construction and operational phases (compared to both established and interim baselines).

The modelling evidence confirms that the Proposed Development will result in a positive step change in likely air quality emissions from the development relative to the established baseline. These outcomes are predicated on

the following mitigation measures included in the Proposed Development:

- The use of best available technology in the proposed state-of-the-art EAF facility.
- Demolition and construction effects will be mitigated through a Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP).
- An annual air quality management plan for the operational phase of the development, taking into account the requirements of the updated Environmental Permit to be sought from NRW.

Subject to implementation of the stated mitigation, the model outputs demonstrate that the Proposed Development will result in the following effects:

- Negligible effects from fugitive dust from construction activities, with potential minor adverse effects during adverse weather.

- Emissions from construction vehicle movements and industrial sources are not significant compared to the established and interim baselines, resulting in a beneficial effect at all identified human and ecological receptors.
- The fully operational Proposed Development (including vehicle movements and industrial sources) will be beneficial for most pollutants at human receptors and generally beneficial at ecological receptors.

The results of the sensitivity tests showed likely pollutant concentrations were within acceptable ranges when utilising different sets of meteorological data and model input parameters. Overall, the assessment demonstrates that air quality outcomes are beneficial to identified human and ecological receptors.

The model-based assessment concludes that there will be generally beneficial effects on air quality associated with the mass of NO<sub>x</sub> emissions (tonnes/annum, (tpa)) emitted from the site in the interim baseline and at

operation of the EAF facility, when compared to the established baseline. NO<sub>x</sub> emissions will reduce significantly because of the Proposed Development, as follows:

- 4,970 tpa in 2017.
- 3,810 tpa 2023 (before closure of Heavy End)
- 760 tpa once the proposed EAF facility is operational.

This represents an 84.7% and 80.1% reduction at the point at which the proposed EAF facility is operational compared to the 2017 and 2023 NO<sub>x</sub> emissions, respectively. This is a significant positive benefit of the Proposed Development.

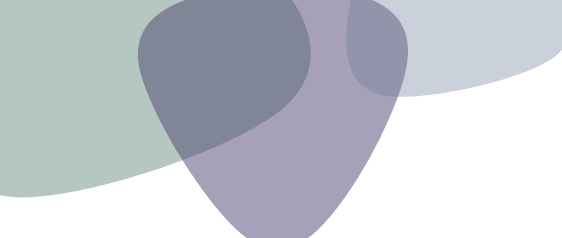
Once construction is finished and the new EAF is operational, the processing of scrap for use in EAF is expected to be the main source of fugitive dust. The EAF facility itself will also generate dust, although this will be mitigated via an extractor canopy at the roof of the plant. Further dusts will also be generated from material handling systems and ladle furnaces.

## Noise

### Construction Phase

An assessment of construction noise and vibration has been undertaken based on the anticipated activities that will take place during the demolition and construction phases of the Proposed Development. The construction assessment indicates that adverse effects generated by noise and vibration at the nearest sensitive receptors are not significant. An Outline CEMP has been prepared, and with the recommended mitigation measures, residual effects at residential receptors are anticipated to be not significant. Key mitigation measures include strategically placing acoustic screens and equipment to minimise noise and installing acoustic enclosures around static plants.

Following the implementation of recommended mitigation measures, the residual effects at residential receptors are anticipated to be not significant during the construction phase.



## Operational Phase

Sound propagation modelling has been undertaken to establish whether the operation of the Proposed Development is likely to give rise to adverse impacts at noise sensitive receptors. The initial assessment identified the potential for significant adverse impacts. However, and following consideration of the context of the Site, the adverse impacts are considered as not significant. As part of the detailed design phase of the Proposed Development, the operational phase noise assessment will be refined with specific requirements for embedded mitigation measures identified, which include acoustic barriers and enhancement of facade cladding.

The proposed acoustic barrier to the scrap handling facility is 15m high. This is consistent with the height indicated by modelling as being required to adequately mitigate a worst-case assessment of the noise generated by the scrap handling process.

## Ground Conditions

An assessment has been made of what impacts the proposed development could have on the land, soil or groundwater.

In terms of land and soil, these features are not considered to be sensitive at the Site, and no significant impacts are expected to occur.

Taking into account both the anticipated reduced quality of groundwater and the application of the Proposed Development's proposed embedded mitigation methods the significance of the effect of development with respect to this receptor has been classified as minor.

An intrusive site investigation is being undertaken for the Site. This was primarily programmed to inform the detailed design prior to construction (including the anticipated preparation of Remediation Strategy documents with respect to ground contamination which would be submitted to NPT to satisfy planning conditions).

During the construction phase for the development of the EAF, the embedded mitigation measures associated with standard construction management are considered sufficient to avoid impacts. Plans produced associated with the construction phase will be designed around site specific data and risk assessments, meeting both standard guidance and legislation requirements. No significant construction phase residual effects are identified, with no additional mitigation measures required with the exception of measures to handle peat, if encountered.

During the operation phase of the EAF, the potential impacts to the identified receptors are assessed as being negligible or minor effect, as a result of mitigation of adherence to regulatory practices and permit requirements, reducing potential impacts. As such, no significant operational phase residual effects are identified, with no additional mitigation measures required.

## Archaeology & Heritage

The Proposed Development has evolved in response to the heritage assets on site. It fits with the pattern of land use and industrial heritage of the area. Proportionate archaeological and heritage mitigation measures are agreed with Glamorgan-Gwent Archaeological Trust (GGAT) and included in the planning application. It is considered that no additional impacts would arise in terms of below ground archaeological remains that have not been considered for the construction phase.

Morfa Colliery memorial has been proposed for retention due to its historical significance and importance to the local community. No development will take place at this location, however grouting of the adjacent shaft may be required by the coal authorities. Temporary fencing is proposed to prevent accidental damage to the monument during construction.

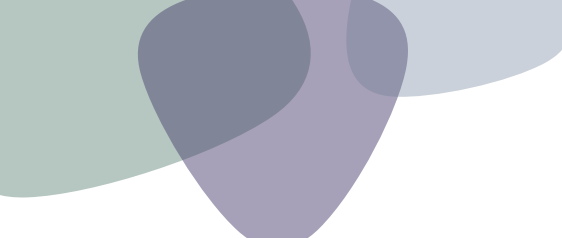
Though the Morfa Colliery memorial would experience a change its setting, the context of the memorial would be no change on the site of an historic colliery within an active steelworks. It is considered that the Proposed Development would have no change on the long-term cultural significance of Morfa Colliery.

The area around Theodric's Grange will not be subject to development and it will be preserved in situ. The nearest activity will be road widening over 20m away separated by an embankment. Temporary fencing during construction is proposed to ensure accidental encroachment does not occur. It is considered that the Proposed Development would have a negligible long-term impact on the cultural significance of Theodrics Grange.

Summary of residual operational effects on heritage assets in the absence of additional mitigation is as follows:

- Morfa Colliery: remain negligible (not significant).
- Theodrics Grange: remains negligible (not significant).
- Chain Home Low Radar Station: remains moderate (not significant).
- Half Moon Camp: remains moderate (not significant).
- Margam Abbey: remains moderate (not significant).
- Mynydd y Castell Camp: remains moderate (not significant).
- Margam Park Conservation Area and Registered Garden: remains moderate (not significant).
- Henbiniwn: remains minor (not significant).
- Hen Eglwys: remains moderate (not significant).

In Summary, the Proposed Development will not have any unacceptable impact on the significance of any built or buried heritage assets or their setting.



## Views

The proposed development would introduce a new element into the Site that is entirely in keeping with the existing LCA 50: Port Talbot Docks and Margam Works landscape.

The EAF is proposed to be located to the south and east of the large lagoon area, adjacent to and partly within the existing steel making buildings ('BOS plant') which would be refurbished. The Proposed Development would be of a similar, albeit generally subservient scale to the existing plant buildings, with just a single flume to its northernmost edge being taller, at a maximum height of 83.7 m AOD.

Summary of effects:

- The Site is located within the steelworks. The extent of operational effects upon landscape character would be limited by the topographic containment of the coastal plain by the rising land and forestry on Mynydd Margam to the east, existing industry and urban form to the north and the landfill and Kenfig Dunes to the south.

- The effects of the Proposed Development on landscapes to the west would be mitigated by the wide expanse of Swansea Bay, which creates significant separation distances to receptors.
- There would be no significant construction effects on landscape character.
- There would be no significant visual effects for visual receptors during operation, partially due to the extent of screening locally and also because of the extent of existing industrial development on the Site and in the coastal plain area.
- There would be at most minor (not significant) effects of neutral nature for residents at Broomhill, Port Talbot and minor (not significant) adverse effects for users of the M4.

## Lighting

The Proposed Development will require lighting to provide a safe environment for workers comprising a combination of new lighting columns and luminaires attached to buildings. The luminaires consist of LED modules which are covered to prevent excessive light spillage. This directional mitigation has the potential to reduce the intensity of the lights for receptors located at elevations above the level of the luminaires and to reduce nightglow.

The luminaires would be visible as points of light, especially where there would be a high degree of contrast at the viewpoint (i.e. the lights were seen against a dark sky or landform). As the Site is noted as being well lit, the degree of contrast is reduced as the local area is not considered dark at night.

During periods of greater ambient light, (e.g. sunset, twilight, dusk, dawn) there would be a reduced effect as the contrast of the lighting against the background would be less. Lighting in winter the lighting would be noticeable over a greater number of hours, albeit in the context of existing industrial lighting.

A nighttime illuminance study was undertaken considering the proposed lighting scheme. The results concluded:

- Area 1 will receive no light from the proposed lights.
- The majority of the operational lagoon (Area 2) will receive between 0.1 and 5 lux. Levels between 5 and 15 lux, and occasionally higher, can be seen on a 50m wide band close to the northern edge of the lagoon, where part of it will be infilled.
- The vast majority of Area 3 will receive less than 0.2 lux from the proposed lights, which can be considered as 'complete darkness'. Only a small corner to the north of the area will receive values up to 2.5 lux.

In conclusion, the proposed lighting scheme will have no impact on Eglwys Nunydd Reservoir (Area 1). Area 2 is significantly lit at present, so the proposed lights will only be relevant on the northern edge of the lagoon. Area 3 currently sees low levels of light at night, mostly within the range of 0.2 to 1.0 lux. Only the northern corner of this area may see a noticeable but limited increment due to the proposed lights.

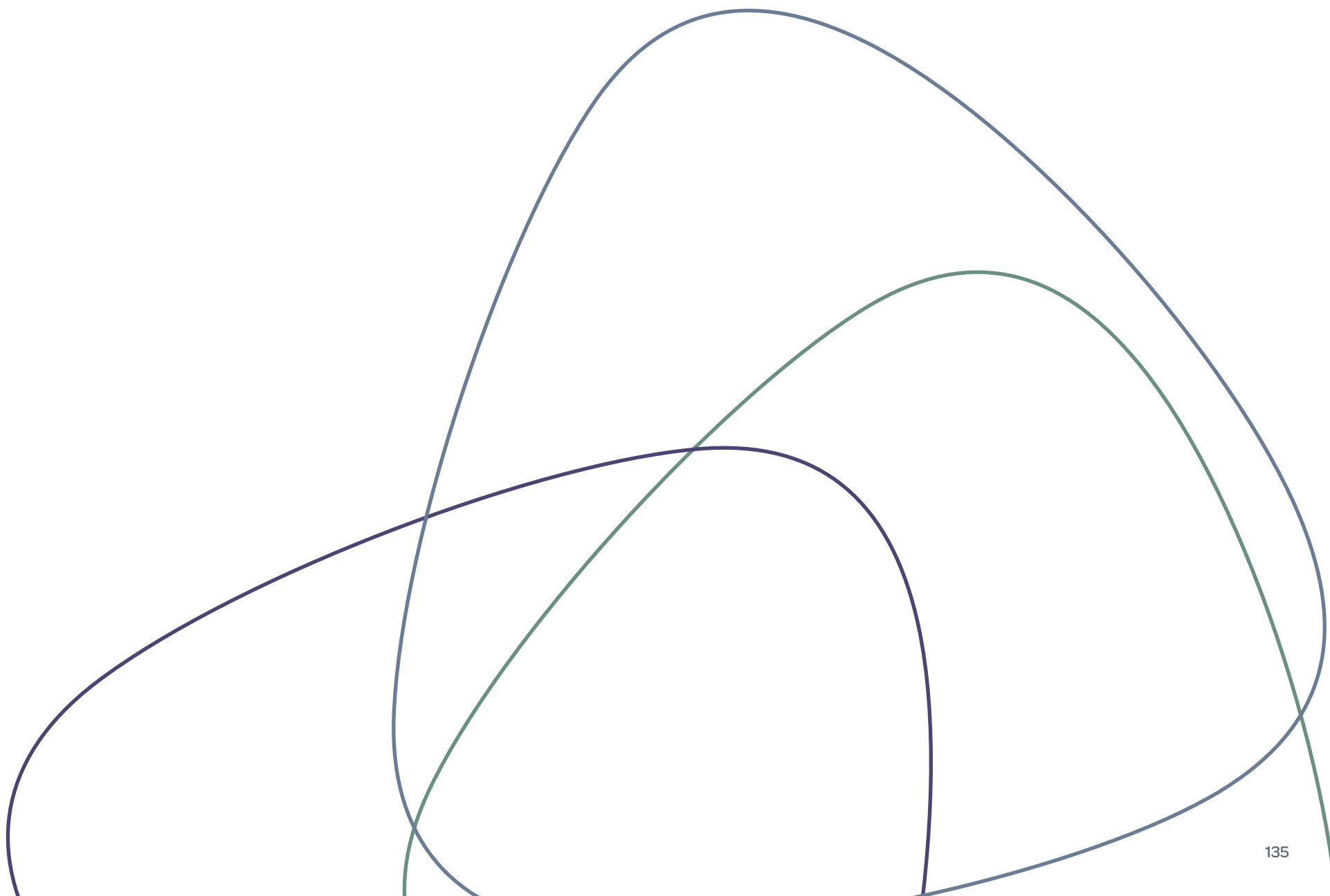
## Community Safety

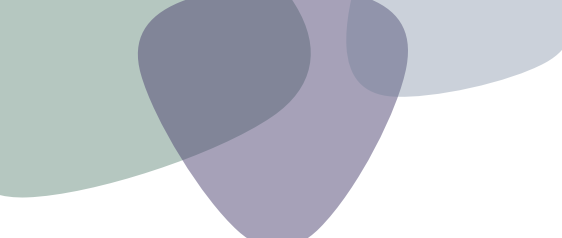
The existing steelworks site has an extensive surveillance/safety strategy throughout the site with security gates and CCTV cameras. The Proposed Development will not be accessible to the public. All footpaths will be well lit at night.

Tata Steel has an in-house fire service. Fire risk forms an integral element of the health and safety commitments and operational requirements of the steelworks site. This continues to be the case in the proposed EAF facility. The Proposed Development layout is cognisant of fire risk and safety. The supporting Outline Fire Strategy prepared by Part B and submitted in support of the application confirms the importance of this matter.

# 05

## Summary & Conclusion





## Summary & Conclusion

### **This DAS supports a hybrid planning application for a new EAF facility at Port Talbot Steelworks.**

The nature of the development is driven by the engineering, safety and operational processes required by Tata Steel. These considerations largely dictate the function and form of the proposed development.

The DAS helps to communicate how the design of the Proposed Development has been informed by a logical design process, would be responsive to its surrounding context and could be delivered in accordance with relevant design policies.

In summary, the application seeks to provide:

- Safe access and egress for staff and visitors, industrial / operational use, truck loading and emergency operators
- Access from the existing main site entrance via Harbour Way
- On-site landscaping / SuDS / biodiversity features where possible and safe to do so surrounding the operational site

- Internal two-way access roads for safe movement of all relevant vehicles around the industrial process area
- An optimal site layout which balances design and planning considerations with the overall function and operation of the proposed scheme
- A drainage strategy which takes account of SuDS and responds to the operational requirements of the administration, industrial processing and truck loading areas
- External lighting to facilitate safe working, operation and movement throughout the Site, taking account of biodiversity and amenity considerations

The proposed design responds positively to the surrounding context and adheres to placemaking principles by:

- Responding to environmental protection criteria relating to land, health, waste, air quality and noise
- Taking into account the significance of known built and natural heritage assets and their setting

- Avoiding any unacceptable impact on nearest sensitive environmental and residential receptors, and land uses
- Landscaping quality and avoidance of any undue visual impacts from public vantage points in the vicinity of the Site
- Being acceptable from a flood consequence perspective, taking into account the requirement for sustainable drainage and climate change resilience
- Delivering net biodiversity benefit

The proposals represent a significant step in sustainable development on previously developed land, serving as a catalyst for the long-term transformation of Port Talbot. The project will:

- Position Port Talbot as a leader in sustainable steel production, supporting the UK's goals for steel industry development and net zero emissions targets
- Sustainably regenerate an underutilised site with industrial and economic development
- Promote sustainable growth, benefiting the local economy, skills and community

- Deliver net biodiversity benefit through on-site mitigation, whilst meeting all relevant environmental protection requirements
- Safeguard the amenity and significance of all sensitive environmental, heritage and residential receptors and land uses through a sensitive design approach
- Ensure flood resilience by incorporating sustainable drainage systems and climate change adaptations
- Promote the use of alternative modes of transport and active travel, whilst also being acceptable from a highway and transport perspective.

The Proposed Development creates a functional and efficient use of the Site. Tata Steel and the consultant team have worked closely with NPTC to develop a comprehensive scheme that balances design with the overall function of the facility.

The layout, scale, height(s) and appearance of the Proposed Development are considered acceptable in this location. The high quality and innovative nature of the proposed bespoke EAF facility at the Site accords with the principles set out in LDP Policy BE1 (Design), TAN 12 (Design) and the placemaking principles set out in PPW (Edition 12).

# Glossary of Terms

## **Blast Furnace**

A type of furnace which is used to smelt iron ore into pig iron using coal. The blast refers to hot blasts of air which is blown through the furnace to refine the iron ore into iron.

## **BOS - Basic Oxygen Steel making**

The current method of producing steel at Port Talbot. The BOS plant takes molten iron produced at the blast furnaces and changes it into steel by blowing supersonic oxygen over the molten iron. This process will be replaced with the EAF.

## **Coke**

Fuel used in the Blast Furnace to smelt iron ore, derived from coal.

## **Continuous Casting Process**

A process in which molten steel is poured from the LMFs into a mold. Through the mold the steel is cast into a slab solidifying during the process. The output from this process can be further processed in rolling mills.

## **EAF - Electric Arc Furnace**

A type of furnace that heats material by means of a high-temperature electric arc. The energy for this process comes entirely from electricity, allowing for steel-production that is not dependent on fossil fuels. The EAF will be the primary steel making furnace with output subsequently passed to Ladle Metallurgy Furnaces.

## **Heavy-End**

Refers to the iron-making side of Port Talbot steelworks. This area includes the Blast Furnaces and associated infrastructure such as areas for storing and processing iron ore and coal.

## **LMF - Ladle Metallurgy Furnace**

A type of furnace that is used to further refine molten steel produced by the EAF. This is referred to as secondary steel making and is used to create speciality steels such as stainless steel.

## **Metallurgy**

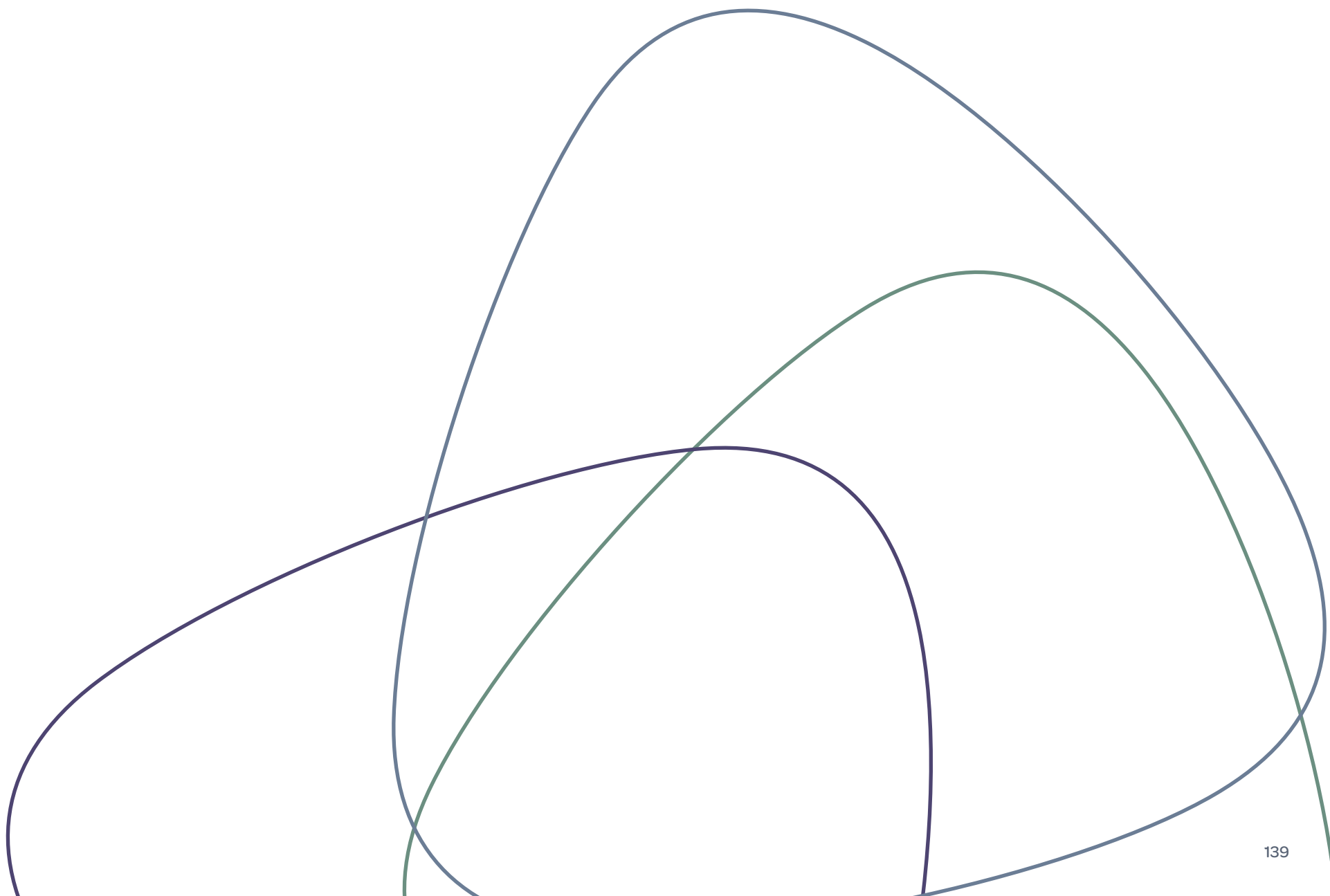
A branch of materials science and engineering concerned with the properties of metals as well as their production and purification.

## **Pig Iron**

Type of iron produced in a Blast Furnace, used to make steel in the BOS plant.

## **Rolling Mill**

A facility which takes solid steel slabs produced in the continuous casting process and passes them through pairs of rollers to reduce the thickness of the material as well as give the slab a more uniform thickness.



The background is a dark blue-grey color. It features a faint, light blue hexagonal grid pattern that covers most of the frame. On the right side, there are several overlapping, wavy, light blue lines that create a sense of motion and depth, resembling a stylized wave or a digital signal. The overall aesthetic is modern and technological.

**Turley**