
**Turley Associates on behalf
of Tata Steel**

**Electric Arc Furnace (EAF), Port
Talbot**

**Air Quality Management Plan
May 2025**

ELECTRIC ARC FURNACE, PORT TALBOT AIR QUALITY MANAGEMENT PLAN

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Glossary

AQMA	Air Quality Management Area
AQMP	Air Quality Management Plan
AURN	Automatic Urban Rural Network
CEMP	Construction Environmental Management Plan
CLP	Construction Logistics Plan
DMS	Document Management System
ECE	Environmentally Critical Equipment
IAQM	Institute of Air Quality Management
NPTBC	Neath Port Talbot Borough Council
NRW	Natural Resources Wales
NSP	Nominated Site Personnel
PM ₁₀	Particulate matter of size fraction approximating to <10mm diameter
PM ₁₀₀	Particulate matter of size fraction approximating to <100mm diameter
PM _{2.5}	Particulate matter of size fraction approximating to <2.5mm diameter
SAT	Site Action Thresholds
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
SINC	Site of Importance for Nature Conservation
TSUK	Tata Steel UK
Temple	Temple Group Limited

1. Introduction

1.1 Overview of the Air Quality Management Plan

This Air Quality Management Plan (AQMP) has been produced by Temple Group Limited (Temple) for the consented Electric Arc Furnace Facility at Port Talbot. This AQMP is largely comprised from the existing Tata Steel AQMP (which is included verbatim in **Sections 2 to 7**).

This AQMP has been prepared to discharge outline planning condition 52 embedded in the decision notice for the redevelopment of part of the wider Port Talbot Steelworks site (planning reference: P2024/0711). Planning permission was sought during 2024 for the following Proposed Development:

“Full planning permission for the demolition of existing buildings and structures, partial infill of the BOS lagoon, and construction of a new electric arc furnace-based steel production facility (1 no. arc furnace, 2 no. ladle furnaces). The development includes chemical/material storage and transfer infrastructure, pipework and cabling (above and below ground), buildings, fume and dust treatment plant, water treatment facility and material handling systems, electrical control rooms and power infrastructure, offices and ancillary facilities, together with new and amended roads and rail lines, landscaping and green infrastructure, lighting, hardstanding, CCTV, drainage and associated engineering operations. Outline planning permission (with all matters reserved except for access and landscaping) for the construction of a scrap metal handling facility and associated scrap yards, scrap processing facility, new substation, underground and overground electrical infrastructure, and new and amended roads and rail lines, landscape and green infrastructure, lighting, hardstanding, CCTV, drainage and associated engineering operations.”

Outline condition 52 requires (a) a detailed air quality programme and (b) a detailed air quality mitigation plan. Planning condition 52 reads as follows:

“No development shall commence on any phase of development approved under condition 39 until the following has been submitted to and approved in writing by the Local Planning Authority:

i. A detailed programme of construction air quality monitoring relating to fugitive dust and emissions. The detailed monitoring programme shall include:

- Methods for data gathering and analysis;*
- Location of monitoring;*
- Timing and duration of monitoring;*
- Appropriate persons and equipment to carry out monitoring;*
- Timing and format for presenting and dissemination of monitoring results including submission to all data relevant databases;*

- *Contingency prescriptions that will be carried out in the event of failure to undertake required surveillance; and;*

ii. A detailed construction air quality mitigation plan, relating to fugitive dust and emissions which shall be fully implemented, if on-going monitoring (as required by i. above) identifies anything other than a negligible/ low air quality impact from construction activities;

The monitoring programme and required mitigation shall be carried out in accordance with the approved details, within the agreed timescales for that phase."

The reasons given for this condition is to ensure that potential construction air quality impacts are appropriately mitigated and to accord with Policy EN 8 of the Neath Port Talbot Local Development Plan (2011-2026).

This AQMP sets out the proposed approach to managing air quality and dust emissions arising from the consented development.

The monitoring and follow-up mitigation programme has been designed to accord with both:

- Measures currently implemented by Tata Steel UK (TSUK) in support of the Air Quality Management Plan they have agreed with Natural Resources Wales (NWR), which supports compliance with the Environmental Permit for the wider Tata Steelworks site in Port Talbot (reference: EPR/BL7108IM); and
- Additional measures which construction personnel should take account of within their Site, using data from the network of monitoring undertaken across the Tata Steelworks site. These measures have been designed to broadly accord with:
 - Measures in the Outline Construction Environmental Management Plan (CEMP), which was submitted to accompany the planning application for the Site.

Whilst it is understood that there will be differences in the emphasis of monitoring undertaken within the Proposed Development Site boundary and that of the Tata Steel site, both programmes are considered to remain relevant (and hence are detailed in the report). This is because impacts from the construction related activities may contribute to impacts on human health, although more localised potential dust episodes can be controlled by setting additional, construction-relevant actions which dovetail with the CEMP and wider good practice outlined in the Air Quality chapter of the Environmental Statement.

1.2 Site Location

The consented development is located in the Neath Port Talbot County Borough Council (NPTBC) area and will be constructed within the existing Tata Steel Site.

1.3 Objectives

The objective of this AQMP is to provide guidance within the following areas:

- Manage air quality emissions (PM₁₀ and PM₁₀₀) at the Steelworks.
- Implement daily air quality management processes including monitoring and feedback.
- To determine root causes of incidents.
- Ensure compliance with Tata Steel UK Limited Permit BL7108IM.
- Maintain effective air quality management.

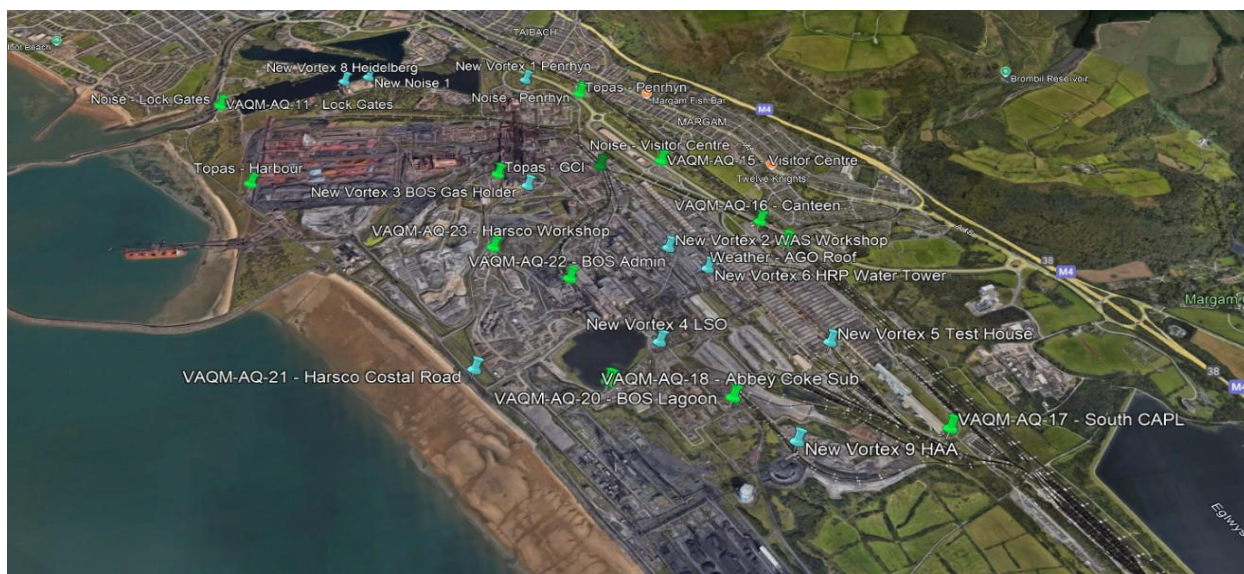
1.4 Monitoring Network Details

PM₁₀ and PM₁₀₀ are monitored across the Tata Steel Site using the onsite Air Quality Monitor Network. The monitor types are described below (inclusive of monitors measuring weather conditions and noise, which also form part of the network) in **Table 1.1** and the locations of the monitors can be seen below in **Figure 1.1**.

Table 1.1: Details of onsite Air Quality Monitoring Network

Monitor Brand	Monitor Type and Pollutants Measures	Number of Monitors
Vortex	Dust – PM _{2.5} , PM ₁₀ , PM ₁₀₀	18
Topas	Dust – Total Suspended Particles (TSP), PM ₁₀ , PM ₁₀₀	3
Streamline	Weather	3
Sentinel	Noise	5

Figure 1.1: Location of onsite Air Quality Monitors



1.5 PM₁₀ Monitoring and Reporting in relation to Construction Activities

Tata Steel already operate a system to manage and address complaints which directly relate to total concentrations, attributable to sources derived from the Tata Steelworks site (industrial sources). This is detailed in **Section 2** to **Section 7** of this report.

The Vortex VTX air quality monitors are MCERTS certified for PM₁₀ and PM_{2.5} and can measure to a resolution of 1µg/m³ between 1 and 999µg/m³. The Topas air quality monitors are MCERTS certified for air quality monitoring and measure to a resolution of 0.01µg/m³ between 0 and 6000µg/m³. All instruments are set up to transmit data to an external data hosting website, from which data can be downloaded. They can also notify nominated site personnel (NSP) should the instruments not perform as expected.

The instruments will be configured to notify the nominated site personnel (NSP), namely the construction site manager and other personnel, when site action thresholds (SAT), including the 24-hour mean PM₁₀ air quality objective or a 1-hour mean PM₁₀ concentration of 190µg/m³, as indicated in the 'Guidance on Monitoring in the Vicinity of Demolition and Construction Sites' (Institute of Air Quality Management (IAQM), 2018).

When the SAT is breached, this should be treated as a 'red alert'. In these circumstances, the NSP should review activities to identify any potential dust or particulate sources in accordance with the procedure outlined below.

1.6 Complaints and incident procedures

Where a breach of the SAT is experienced and/or a report of non-compliance with the AQDMP is received, the NSP should:

- As soon as possible, substantiate the complaint by considering the potential that construction site activities are contributing to the generation of dust;

- Where the dust is attributed to being generated by construction site activities, the NSP should ensure mitigation measures appropriate to the source of the dust (as detailed in the Construction Environmental Management Plan, or CEMP) are applied;
- Where there is no obvious source, then no immediate action should be taken, as it can be assumed that monitoring is attributable to other activities and issues controlled in accordance with the industrial emissions control procedure;
- Report back to the complainant to explain what (if any) action was taken and why; and,
- Note the time, date, name, and contact details of complainant in a complaints log.

The monitoring should be undertaken in accordance with the CEMP, including using data to determine the potential outcome. Therefore, this document should be consulted.

The remainder of this report sets out how monitoring and reporting is undertaken as part of the industrial permitting activities. The extensive array of air quality monitoring activities should explain how any data outages at any one monitor in the vast network of monitoring equipment will be managed, i.e. checks against Defra monitoring equipment near sensitive receptors in Port Talbot itself.

2. Implementation of Air Quality Management Plan

2.1 Legal Obligations

There is a legal obligation to maintain an AQMP. Each of the below areas in and contractors in **Figure 2.1**, below, are required to adhere to this AQMP.

Figure 2.1: Areas and Contractors that are required to adhere to the AQMP



This AQMP will be included in the Document Management System (DMS). Any air related breaches of the permit must be reported via a Schedule 5 Notification. For more details on permit breach reporting, please see the [Regulatory Obligation Procedure](#).

Reference should be made to the [Compliance Obligations Procedure](#) for implementing and maintaining relevant compliance.

All incidents that may have an impact on air quality are to be recorded via the [Salus System](#), investigated and closed out as per the [Environment Incident Reporting and Investigation Procedure](#).

2.2 Scope

To ensure compliance with this standard, the following sites in **Table 2.1**, below, are required to adhere.

Table 2.1: Sites required to adhere to the AQMP

Applicable Works Areas					
Hot Rolled Products	Cold Rolled Products	Energy	Keep Safe	Strategic CAPEX EAF	Runteck
Tarmac	Harsco	Darlow Lloyd & Sons	Heidelberg		

The scope of the AQMP is a centralised management plan, which will be rolled out across all relevant areas and contractors operating on the Port Talbot site. It should be noted that this eliminates the need for each area or contractor to manage their own individual AQMP's, ensuring consistency and uniformity in air quality management across the site.

2.3 Roles and Responsibilities

The appropriate resources will be supplied to cover the requirements of this AQMP and ensure that these are communicated effectively to site personnel (as appropriate) and acted upon in an appropriate manner. **Table 2.2** below specifies the roles and responsibilities which will be adopted by site personnel, including site personnel who are delegated managerial “type” responsibilities (“nominated site personnel” or “NSP”).

Table 2.2: Roles and Responsibilities

Role	Responsibilities
Head of Environment, Tata Steel UK (TSUK)	Ensuring suitable provision of resources to enable the effective implementation of the AQMP.
Works Manager	
Contractor Directors	
Environment Manager, Port Talbot	Providing appropriate support to areas and contractors to enable the effective implementation of the AQMP. To be the key points of contact at the Steelworks for communication with external bodies (e.g. NRW, Welsh Government, NPTBC) related to this AQMP.
Environment Officer, Port Talbot	Monitoring site particulate concentrations and responding to elevated particulate concentrations through issuing site communications. Prepare and submit all environmental critical equipment forms, schedule 5 notifications, returns and PM ₁₀ investigations related to this AQMP. Maintenance and upkeep of the air quality monitoring system and being the main point of contact with Process Control and monitor suppliers. Upkeep of this AQMP.
Area Representatives	Responding to communications related to elevated particulate concentrations. Ensuring effective abatement of air quality emissions (PM ₁₀ and PM ₁₀₀). Providing feedback to inform PM ₁₀ breach investigations and investigations.
Contractor Representatives	
Neath Port Talbot Borough Council (NPTBC)	To provide confirmation of breach classification i.e. regional or localised.
	Ensuring upkeep and maintenance of council air quality monitoring network.
TSUK Central Environment	Provide support to ensure the effectiveness of the AQMP.
Process Control	Supporting with the maintenance and upkeep of the site air quality monitoring system.
All Construction Site Personnel	Carry out works in line with the AQMP requirements.
	Report observations of dust events or deviations from the AQMP procedures to the NSP.
	Attend environmental management training as required.

Role	Responsibilities
	Report dust suppression equipment which is faulty, broken or insufficient (including wheel wash facilities, site hoarding, etc.) to the NSP.

2.4 Training and Reporting

Procedures and practices relating to air quality and dust control should be incorporated into the site and employee inductions. Toolbox talks should be held periodically with all site operatives to ensure that all aspects of the AQMP are implemented, to ensure familiarity over time.

The Site inductions should discuss the following:

- The reasons regarding why dust management is required on Site;
- A description of the measures which should be taken generally across Site to ensure dust generation is controlled and/or suppressed, including those referenced in **Section 3**;
- A reminder that additional activity specific mitigation measures should be described in their employers' Risk Assessment and Method Statement;
- A description of how to report activities or individuals which consistently breach the requirements of the AQMP to the NSP, for example stockpiles not being seeded or covered whilst in use; water bowsers not being used to damp down haul roads or dusty activities consistently (during dry weather); etc.
- A description of how to report faulty or broken equipment or safeguards used in dust suppression, such as hosepipes, hoarding, stockpile covers, etc.; and,
- Description of local public transport, electric charge points and other information available to ensure compliance with the Air Quality Management Plan.

It is recommended that workers are encouraged to report examples of good or bad practices to site management; and for the NSP to act on these reports appropriately. The NSP could then take appropriate actions to deal with non-compliance as they see appropriate.

3. Site Monitoring and Inspections

3.1 PM₁₀ Monitoring and Reporting in relation to compliance with the Environmental Permit

There is a requirement to monitor and respond to elevated PM₁₀ concentrations and the risk of fugitive dust emissions in Port Talbot.

The [PM₁₀ & Fugitive Dust Communication Guidance](#) outlines the process to be followed to monitor PM₁₀ concentrations at the Automatic Urban Rural Network (AURN) and Prince Street. This determines the risk of a PM₁₀ Breach at the AURN¹ and/or Prince Street.

In the event that data is unavailable for the AURN monitor and Prince Street, TSUK will determine the risk of a breach using data from Penrhyn Monitor and will contact NPTBC to understand the cause and likely duration of the issue with the AURN and/or Prince Street monitors. Elevations of the Penrhyn monitor will not be classified as a breach. The location of the Penrhyn monitor can be found [here](#).

For the purposes of this AQMP, a daily mean PM₁₀ concentrations of 50 µg/m³ or less will not be recorded as a breach, whereas a daily mean PM₁₀ concentration of 51 µg/m³ or more will be recorded as a breach. The legal framework for air quality monitoring allows a maximum of 35 PM₁₀ breach days per monitor per calendar year. The concentration on a given day can be determined by downloading the daily mean value, which is rounded to the nearest whole number for the day in question from the Welsh Government Air Quality Website².

It should be noted that data is sometimes uploaded retrospectively, meaning a breach day can go unrecognised. Where a breach day is determined through a subsequent review of data, feedback will not be sought from the areas and contracts, with only a retrospective review of Salus incidents conducted.

As per the Air Quality (Wales) Regulations and ambient air quality and cleaner air for Europe directive, a 24-hour average PM₁₀ breach will only be determined where 75% of the hourly average (i.e. at least 18 hourly values) data is available.

3.2 PM₁₀ Communication

To facilitate compliance with the daily mean PM₁₀ concentration, areas and contractors shall refer to and act upon PM₁₀ alerts issued by the Port Talbot Environment Team. Key personnel will receive an alert in the event of the following trigger being met:

¹ The Welsh Government Air Quality website refers to the AURN as Port Talbot Margam monitor.

² <https://www.airquality.gov.wales/maps-data/data-selector>

- **Medium Risk:** The running mean PM₁₀ concentration at the AURN and/or Prince Street monitor has reached >35 µg/m³; and,
- **High Risk:** The running mean PM₁₀ concentration at the AURN and/or Prince Street monitor has reached >45 µg/m³

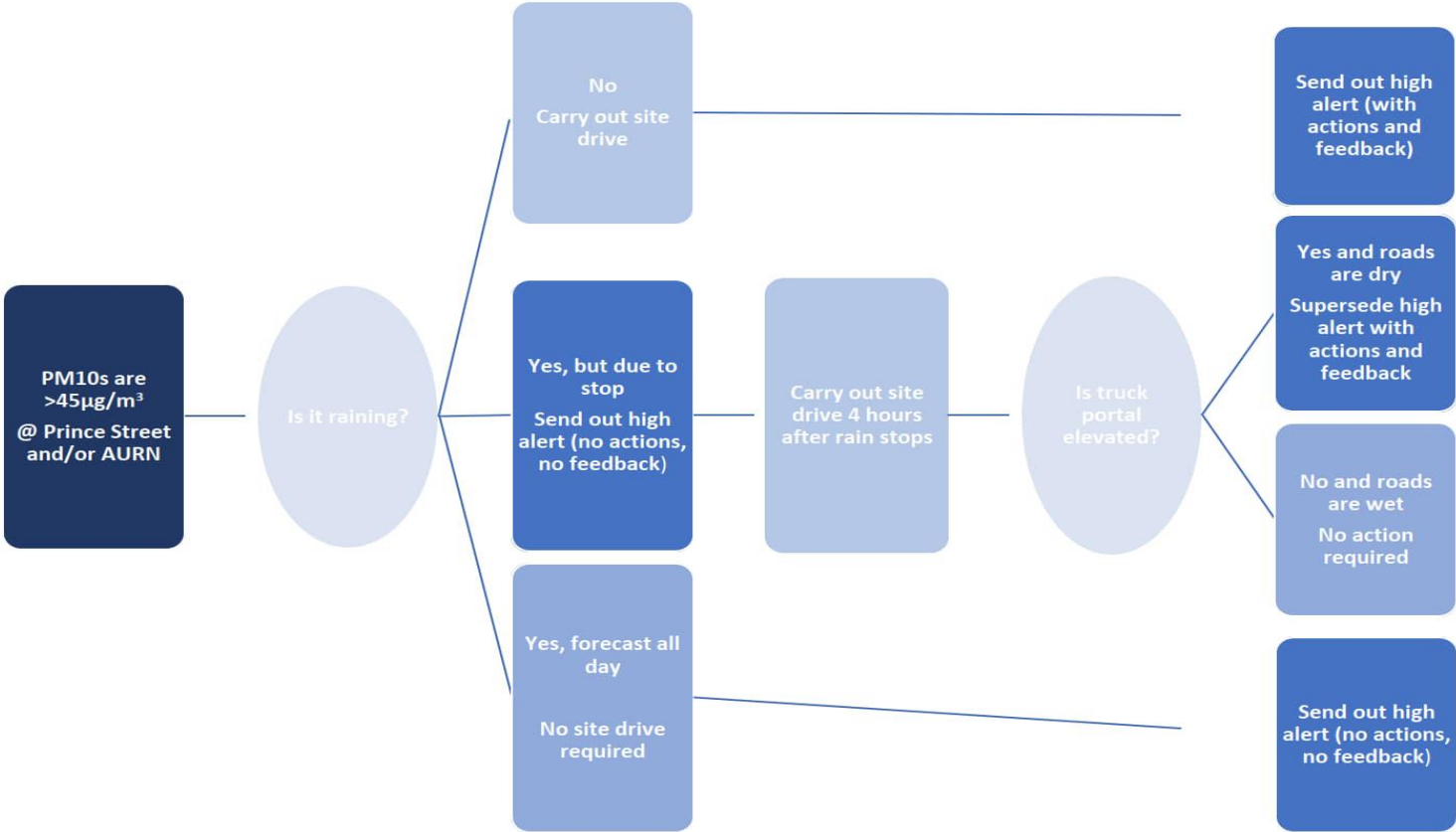
When the running mean at the AURN and/or Prince Street monitor is greater than 35µg/m³ and the running mean at the Narberth monitor is within +/- 50% of the AURN and/or Prince Street monitor, Narberth's running mean is deducted from the AURN and/or Prince Street average. Communications will then be triggered from this total.

The process of completing Medium and High-risk manual PM₁₀ communications is described in the [PM₁₀ & Fugitive Dust Communication Guidance](#). The different alert templates can be reviewed [here](#).

3.3 PM₁₀ High Alert

In the event that there is rainfall when the PM₁₀ concentrations are elevated the appropriate alert is determined through the PM₁₀ process flow diagram outlined in **Figure 3.1**, below.

Figure 3.1: PM₁₀ High Alert Flowchart



Sensitivity: general

If the PM₁₀ concentrations are elevated but it is raining with rainfall forecast to stop, the Port Talbot Environment Team will conduct a site drive according to the [Site Drive Standard](#). Once the site drive is complete, the road dust report will be reviewed and if the report shows elevated emissions a high alert with actions will be issued. If the report is showing that the emissions are not elevated a high alert will not be issued immediately. Instead, another site drive will be carried out 4 hours after the original site drive within normal office hours (8am to 4pm Monday to Friday) with action taken as per the flow diagram above.

Following a high PM₁₀ alert where actions are required, areas and contractors will review the requirement to enact their respective high alert actions and if required, will keep in place the agreed [High Alert Actions](#) for the remainder of the day the alert was triggered on and until 8.30am the following day. This is to allow sufficient time for Port Talbot Environment Team to review the need to continue the high alert actions and communicate to the relevant areas and contractors.

In the event that the high alert occurs on a Friday, a review will take place as to whether High Alert Actions will remain in place throughout the weekend period based on forecasted weather conditions.

Feedback is required from the areas and contracts using the [standard feedback template](#). The Port Talbot Environment Team will complete a [site drive log](#) which will be discussed in the Environment DSUM the following day. The dust report that is produced also feeds into the site drive log to note any trends.

It should be noted that if a PM₁₀ High Alert is triggered outside of office hours and a breach is avoided, (i.e. daily mean concentration at the end of the day is less than 50 µg/m³) standard feedback will not be required.

3.4 PM₁₀ Medium Alert

In the event of a medium alert, the medium alert template will be issued. In addition, this will trigger the need to review the need to deploy road dust suppression. The location of road dust suppressions systems at the Site are displayed in **Figure 3.2** below.

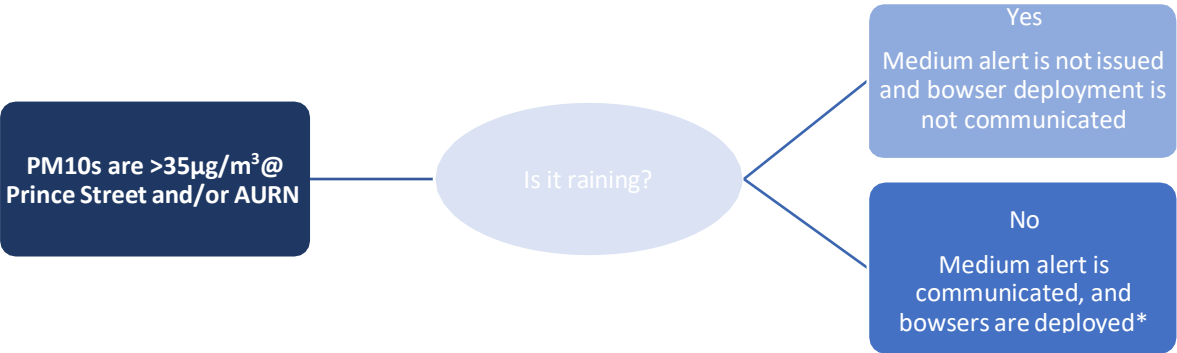
It should be noted that contractors are authorised to deploy road dust suppression as required. The requirement for the deployment of road dust suppression (via bowzers) during the weekend period will be monitored each Friday. When the bowzers are required to be deployed there is a requirement for contractors to provide evidence of adherence to this policy.

Figure 3.2: Location of onsite road dust suppression bowser systems



In the event that PM₁₀ concentrations trigger a medium alert at the AURN and/or Prince street and it is raining the below decision in **Figure 3.3** is made by management.

Figure 3.3: PM₁₀ Medium Alert Flowchart



*authorisation for bowser deployment is to be agreed between Environment Manager and Officer through risk-based decision.

3.5 PM₁₀₀ Communication

The Port Talbot Environment Team will monitor the level of risk throughout the day and will issue an update should the level of risk increase.

The Fugitive Dust Medium and High Risk Alerts will take the form of a one-page email communication which will outline the potential sources within the Steelworks boundary as outlined in [PM₁₀ & Fugitive Dust Communication Guidance](#).

3.5.1 Fugitive Dust / PM₁₀₀ Medium Alert Communication

Following three consecutive elevated hourly concentrations being recorded at one or multiple boundary monitors within usual office hours, an investigation will commence as soon as possible, potentially resulting in the issuing of a 'Fugitive Dust Medium Risk Alert'. A Medium Alert will be issued when the following weather conditions are forecast for the remainder of the day the alert was triggered on and until at least 8:30am the following day:

- Dry conditions;
- Temperature in excess of 15°C; and,
- The prevailing wind direction is forecast to be towards town (Margam and/or Taibach and/or Aberavon).

A Medium Alert will not be issued in the following circumstances:

- The boundary monitor(s) in question is impacted from off-site sources (Medium and High PM10 Alerts will be issued regardless of wind direction); and,
- A PM10 Alert has already been issued.

3.5.2 Fugitive Dust / PM₁₀₀ High Alert Communication

Following five consecutive elevated hourly concentrations being recorded at one or multiple boundary monitors within usual office hours, an investigation will commence as soon as possible, potentially resulting in the issuing of a 'Fugitive Dust High Risk Alert'.

A High Alert will be issued when the following weather conditions are forecast for the remainder of the day the alert was triggered on and until at least 8:30am the following day:

- Dry conditions
- Temperature in excess of 15°C
- The prevailing wind direction is forecast to be towards town (Margam and/or Taibach and/or Aberavon)

A High Alert will not be issued in the following circumstances:

- The boundary monitor(s) in question is impacted from off-site sources
- A High PM10 Alert has already been issued

3.5.3 Fugitive Dust PM₁₀ / PM₁₀₀ Action

In the event that a high alert is issued, and action is required, the works areas and key contractors are responsible to carry out their agreed [high alert actions](#).

4. Air Quality Environmentally Critical Equipment (ECE)

The process of monitoring the status of Air Quality ECE is described in the [Identification and Management of Environmentally Critical Equipment](#) procedure. Unavailability of Priority 1 Air Quality ECE is to be included in Works Area PM₁₀ and Fugitive Dust high alert standard feedback if they coincide with a high alert.

5. Road Management

5.1 On-Vehicle Management

An ambient particulate monitor (Air Quality Monitoring Station Met One ES-642) along with vehicle telematics/GPS data uplink is installed Port Talbot Environment Team 4x4 vehicle.

If a High Alert has been triggered, the Port Talbot Environment Team will complete a site drive, in line with this AQMP, and review the [On-Vehicle Measurement Web Interface](#) data or the daily automatically generated report. The On-Vehicle Measurement Web Interface offers the following functionality:

- Date/time data selector.
- Data visualisation – heat-map style.
- Data access and download

The daily automated report illustrates the route of travel of the 4x4 vehicle in the previous 24 hours, the risk of dust lift off and the particulate concentrations (TSP) recorded along the route in a heat map style.

Personnel should contact the Port Talbot Environment to be added to the circulation list of the daily automated [report](#). An example of the automated email can be seen [here](#).

6. Investigation and Reporting of Incidents

The [Environment Incident Reporting & Classification Standard](#) includes information relating to incident reporting requirements and method for determining the level of investigation which is required.

6.1 Reporting PM₁₀ Breach Investigations

In the event that the AURN and/or Prince Street monitor has breached, NPTBC (and/or with the use of a contractor) will upload a Neath Port Talbot PM₁₀ Breach Day Investigation report onto [objective connect](#) within 10 working days – automated alert via email and will conclude if the breach was localised, regional or regional exacerbated by local events.

The Port Talbot AURN or Prince Street Daily Mean PM₁₀ Objective Investigation Report will be submitted to NRW via objective connect within 10 working days of receiving Neath Port Talbot PM₁₀ Breach Day Investigation report. Where appropriate, this report will include any lessons learnt and actions required to reduce the risk of making a significant contribution to the daily average concentration of PM₁₀ that exceeds 50µg/m³ recorded at the AURN and/or Prince Street in the Port Talbot Air Quality Standard - only a single investigation is needed if both AURN and/or Prince Street breach. The PM₁₀ breach investigation standards working procedure is found [here](#).

In the event that wind speed and wind direction data is not available for the AURN and Prince Street monitor and it is known that that data will not be reinstated by the time the report is due for submission (within 10 working days of a breach), wind data will be substituted with data from the Tata Steel on-site monitor network as agreed with NRW.

6.2 Annual and Quarterly Data Assessment and Reporting

Port Talbot Environment Team will assess the data produced from the on-site ambient air quality monitoring network, and quarterly and annual assessment reports will be submitted to Natural Resources Wales (NRW). The procedure to complete this is found [here](#).

Quarterly reports are produced in line with the current calendar year and should be submitted to NRW by the last day of the following month e.g. January to March's report should be submitted by the end of April. An annual report should be produced at the end of each calendar year and will be submitted to NRW by the last working day of January. A quarterly report for the period October to December will not be submitted as the information contained therein would be duplicated in the Annual Report which is to be submitted by the same date.

Each report shall describe which monitors have been deployed over the monitoring period and provide details of any monitors taken out of commission for calibration,

maintenance or repair. The reports will present analysed air quality data from each monitor deployed during that monitoring period. Regarding Topas monitors remaining in the network, only data from units within their annual calibration period will be included in the quarterly and annual reports produced.

The annual report will also include a summary of breach investigations undertaken throughout the year. Where appropriate, this will include any lessons learnt and actions to mitigate the risk of contributing to exceedance of the daily PM₁₀ limit recorded at the AURN and / or Prince Street.

7. Audit and Review

7.1 Audit

In line with the ISO 14001 PDCA cycle, the Port Talbot Works Air Quality Management Plan is included in the scope of audits by the internal audit QA/BEX team. This audit process ensures that the standard is effectively implemented, monitored, and maintained

The PM₁₀ high alert site drive acts as an audit in high alert periods as it helps identify issues and ensures high alert actions are being adhered to.

7.2 Annual Review

As a result of the transformational change to Electric Arc Furnace Steelmaking operations taking place at the Port Talbot site, we envisage that the Port Talbot Air Quality Standard will need to be reviewed at a greater frequency than annually during the transition period. The review will be used to ensure the continuing suitability and effectiveness of the plan and will be conducted by the Central Environment Department.

The plan will be considered effective if compliance with the Air Quality Standard (Wales) Regulations 2010 is achieved by the Port Talbot Air Quality Management Area and if the number of air quality related complaints received is below the set limit as prescribed in Annual Plan.

8. Conclusions

Temple have been commissioned to prepare an AQMP to discharge outline planning condition 52 for the consented Electric Arc Furnace Facility at Port Talbot.

The AQMP has recommended monitoring measures to address emissions both from construction activities and industrial activities.

By necessitating the implementation of measures designed to reduce emissions of PM₁₀₀, PM₁₀, PM_{2.5} and dust, the development also contributes to improving air quality in the local and regional area.

It is therefore considered that this AQMP satisfies the identical draft planning conditions set out for the outline and detailed elements of the planning consent.

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