

10 October 2025

Via Planning Portal Wales (Ref. PP-14399812)

Mr C Davies
Planning Department
Neath Port Talbot CBC
Civic Centre
Port Talbot
SA13 1PJ

Ref: 02132_PLCD

Dear Chris,

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 SCHEDULE 2 PART 31 –
APPLICATION FOR PRIOR NOTIFICATION FOR THE PROPOSED DEMOLITION OF THE JETTY UNLOADERS AT PORT
TALBOT STEELWORKS, PORT TALBOT [APPLICATION 7]**

On behalf of our client, Tata Steel UK Ltd ('Tata Steel'), we are pleased to enclose an application for prior notification for the demolition of 3 no. Unloaders located on the harbour jetty at Port Talbot Steelworks, Port Talbot.

The application has been submitted via Planning Portal Wales (PP-14399812) and comprises the documentation set out in the table below.

Document/Plan	Author	Reference/Date
Prior Notification Application Form and Ownership Certificates	Turley	PP-14399812
Covering Letter	Turley	October 2025
Site Location Plan	Tata Steel	0000.00.00.00.158-S001A -PR1
Preliminary Ecological Appraisal	RSK	2487822 D01 Rev04
Demolition Summary Note	Tata Steel	July 2025
Demolition Method Statement	TDS	Rev.02
Certificate of Immunity	Cadw	July 2025
Complaints Procedure	Tata Steel	June 2025
Control of Site Operations	TDS	October 2025
Dismantling of Unloaders – RAMS	TDS	RAMS 006a Rev. 02
Crane Elevation Plan	Davies Crane Hire Ltd	TDS-001-TATA-ND

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Crane Plan	Davies Crane Hire Ltd	TDS-001-TATA-ND
250 Crane Position Plan	Davies Crane Hire Ltd	TDS-001-TATA-ND
450 Crane Position Plan	Davies Crane Hire Ltd	TDS-001-TATA-ND
Methodology Plans	Andun Engineering Consultants Ltd	32094-3-TDS-PTJ-IOU-DRW-02-001 P03
Northern Access Route	Andun Engineering Consultants Ltd	32094-15-TDS-PTJ-NAR-REPORT-01 R0
Northern Access Route Plan	Andun Engineering Consultants Ltd	32094-15-TDS-PTJ-NAR-DRW-01-001 P01

The requisite prior notification application fee of £100.00 will be paid direct to Neath Port Talbot Council via BACS.

BACKGROUND CONTEXT

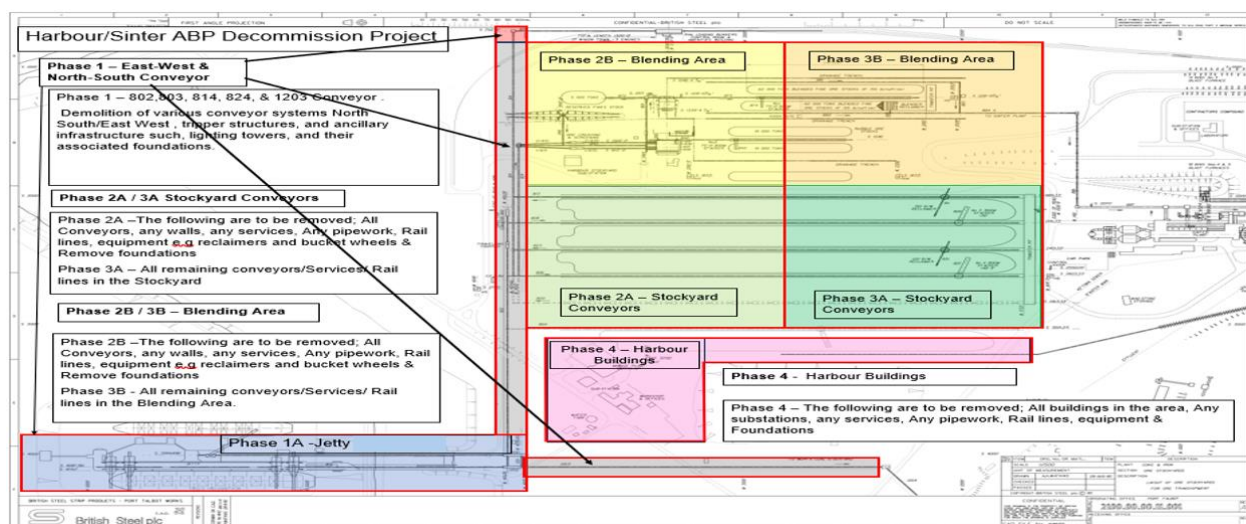
The proposed demolition relates to the de-commissioning and making safe of the heavy end of Port Talbot Steelworks following the cessation of primary steel making operations in September 2024.

This application follows a series of six approved applications for prior notification of demolition at Tata Steelworks. Prior notification was granted for the demolition of applications 1 – 5 on 27 June 2025 and application 6 on 6 August 2025. A summary of the approved phased demolition by Tata Steel and requisite prior notification reference numbers is outlined below:

A summary of the phased demolition planned by Tata Steel and requisite prior notification applications (a total of five) is outlined below:

- Application 1 – Phase 1 Submission A (Jetty Area) (LPA Ref: P2025/0436)
- Application 2 – Phase 1 Submission B (Conveyors) (LPA Ref: P2025/0440)
- Application 3 – Phase 2A and 2B (Blending Area and Stock yard Conveyors - West) (LPA Ref: P2025/0437)
- Application 4 – Phase 4 (Harbour Buildings) (LPA Ref: P2025/0438)
- Application 5 – Phase 3A and 3B (Blending Area and Stock yard Conveyors - East) (LPA Ref: P2025/0439)
- Application 6 – Phase 1A (Unloaders) (LPA Ref: P2025/0500)

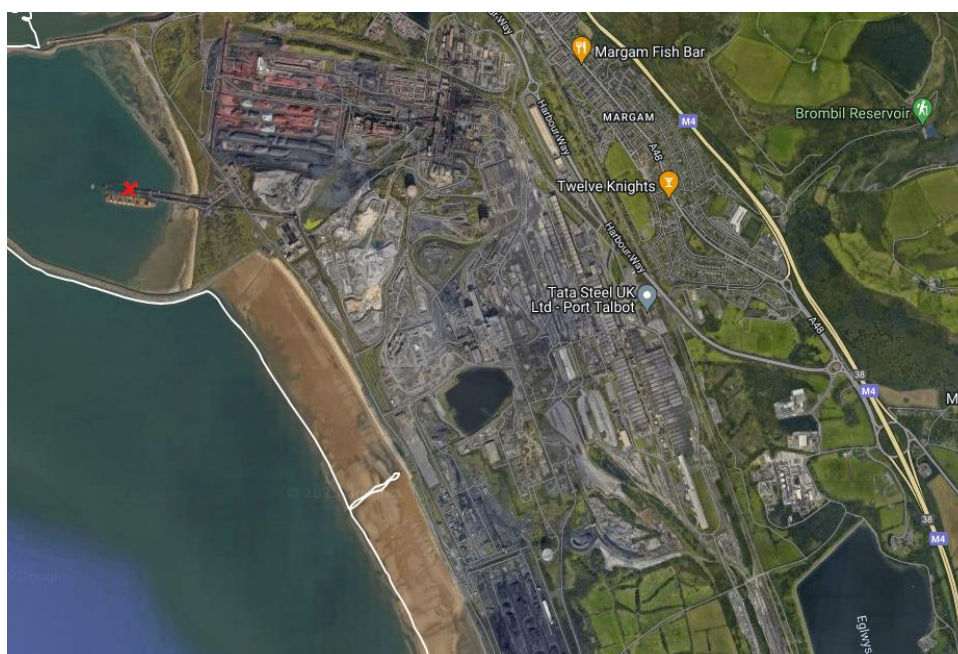
The approved phases of demolition are shown on the below extract of the phasing plan.



This first phase of demolition and making safe is being prioritised to ensure the legal requirements on land leased by Tata Steel from Associated British Ports (ABP) are met before the lease ends and the land returns into the control of ABP. The land transfer will (in part) help facilitate the ABP investment ambitions for the Celtic Freeport at Port Talbot. This includes the demolition of the Jetty Unloaders approved by Application 6 set out above.

SITE DESCRIPTION AND BACKGROUND CONTEXT

The planned demolition forming the subject of this application for prior notification is the removal of 3 no. Unloaders located on the steel harbour jetty. The jetty is in the operational Port Talbot Harbour, to the west of the Tata Steel Steelworks site itself. The site is indicated on the aerial image below.



The jetty has been used for the transfer of raw materials from ships to the Tata Steel stockyards via conveyor system for several decades. It is part of the operational harbour and closely related to the established heavy industrial use of the area by both ABP and Tata Steel. The jetty is remote from the nearest publicly accessible land. It is also remote from the nearest residential receptors, which is located approximately 1.1km to the north of the site.

This application replicates the approved demolition methodology for the Jetty Unloaders in Application 6 in its entirety. The only difference is that this application includes additional methodology for the demolition of the Unloaders using a mobile terrestrial crane driven from land onto the jetty.

The additional method will complement the approved methodology. It will be subject to the same environmental, health and safety and operational compliance as the approved. The additional methodology will provide greater optionality, agility and resilience in the planned methodology. This additionality is vital in ensuring Tata and its contractors can best mitigate programme, operational and weather related risks to the planned demolition in the harbour environment.

PROPOSED DEMOLITION

Part 31, Schedule 2 of the Town and Country Planning (General Permitted Development Order 1995 as amended) (“GPDO”) confirms that the demolition of an existing building may be classified as permitted development providing that the developer applies to the local planning authority for consideration of whether the prior approval of the authority is required for the method of demolition and any proposed restoration of the site. This application provides the required “prior notification” of demolition as required by the GPDO.

The planned demolition includes the removal of 3 no. Unloaders located on the harbour jetty. The Unloaders will be cut into sections on the jetty and lifted onto a H-282 barge using an SCX 5000 500 tonne crawler crane. The parts of the Unloaders will be transported away by barge for full demolition elsewhere.

The Unloaders are in a poor state of repair and are no longer required by Tata Steel. The planned demolition works are entirely related to the closure of the heavy end, making the site safe and preparing for the land to be transferred back into the control of the freehold owner ABP on expiry of the lease agreement. The applicant is legally obligated to remove the equipment from the jetty and the adjoining land prior to surrender of the lease from ABP. The works are an important pre-requisite to the Celtic Freeport proposals at Port Talbot by ABP.

Full details of the proposed works are set out in the Demolition Method Statement (July 2025) produced by TDS. The note sets out the detailed methodology, phasing and the operational and legal requirements for completion of the works.

PROPOSED DEMOLITION METHOD

The proposed demolition will be conducted by an experienced contractor. Full details of the proposed works are set out in the Demolition Method Statement (DMS) prepared by TDS in support of the application. The DMS includes the following information:

- **Project information** – location, scope of works, duration of works, constraints to work, live services and emergency procedures.
- **Activity specific aspects** – resources, site permits, health and safety, control measures, mitigation for nuisance noise, dust and vibration, utilization of barge and crane equipment and proposed site layout plan.
- **Outline Method statement** – asbestos removal and strategy for the dismantle of 3 no. Unloaders.

Tata Steel has established working guidelines and strict practices relating to on-site health and safety. Any works on land controlled by Tata Steel at the site must comply with these practices. This includes on matters of dust, noise, gas and asbestos. All demolition works associated with this application will also comply.

The H-282 barge and the SCX 5000 (500-tonne) crawler crane will be used. Spudlegs will be fitted to the barge and deployed during crane operations.

The DMS has been informed by a traffic management plan which shows the measures that TDS will implement to minimise the environmental impact during any planning movement activities.

The demolition programme for this phase is approximately 20 weeks post site set up. Demolition works are proposed to be undertaken during periods identified with an 'X' within the table below:

Task Description	Core Hours*	Evenings and Weekends**	Public Holidays**
Demolition with Excavator with Hydraulic Hammer Attachment	X		
Demolition without Excavator with Hydraulic Hammer Attachment	X	X	X

Notes:

* 07:00 – 19:00 Monday – Friday, 07:00 – 13.00 Saturday

**19:00 – 20:00 Monday – Friday, 13.00 – 20:00 Saturday, 07:00 – 20:00 Sundays and Public Holidays

The working pattern for contractors will be:

- Week 1: Monday – Sunday
- Week 2: Monday – Friday (early finish to enable travel from site)

No works will be undertaken outside the permitted hours without the permission of the local planning authority.

Appropriate controls will be in place to mitigate or prevent environmental effects in accordance with the DMS. Noise monitoring reports will be generated to allow real-time, continuous monitoring of site conditions. A dust suppression system will be used for all buildings and structural demolition throughout the programme period. A vibration monitoring system will be implemented to mitigate impacts from vibration.

The DMS details the management of oil, water, fuel spillages and refuelling of the mobile plant. Appropriate measures will be implemented to mitigate or prevent environment effects. The storage of any oil will comply with The Water Resources (Control of Pollution) (Oil Storage) (Wales) Regulations 2016 and be placed away from sensitive areas.

Any complaints will be made through the Tata Steel Environment Standard Complaints Procedure and taken seriously by Tata Steel and TDS. Appropriate measures will be implemented to address complaints where necessary.

The contractors will wear appropriate personal protective equipment (PPE) during any activity. A comprehensive suite of emergency procedures is included in the DMS.

ADDITIONAL DEMOLITION METHODOLOGY

An additional demolition method is proposed to facilitate the dismantling of the three Unloaders. This involves positioning a crawler crane on the jetty to relocate the Unloaders to the position of Unloader No. 5, where they will be dismantled in situ. The dismantled materials will then be transported from the jetty and removed from the site.

This approach is proposed as an additional demolition method to those previously approved under Application 6 (Ref. P2025/0500). The documentation submitted as part of the previous application is also provided in support of this application, and all documentation remains applicable as previously agreed with Neath Port Talbot Council. The additionality is required to ensure agility, flexibility and resilience in the planned demolition to mitigate potential operational, programme and weather related risks at the site.

SITE NOTICE

In accordance with the A.2 (b) (iii) of Part 31 of the GPDO (1995) (as amended), we can confirm that the enclosed Site Notice will be displayed at the site for a minimum period of 21 days in the period of 28 days from the date of the submission of this application. We can also confirm that notice will be served on the Council under Section 80 of the Building Act 1984 (as amended) prior to any demolition works commencing on site.

CONCLUSION

This prior notification application for demolition demonstrates that the planned demolition accords with the Town and Country Planning (General Permitted Development) Order 1995 (as amended). The planned demolition will be completed in a safe and controlled manner and will not give rise to any adverse impacts. The DMS sets out the safety measures and procedures that will be followed to manage and avoid potential detrimental impacts.

We look forward to receiving notice that the application has been registered. Please do not hesitate to contact us should you have any queries.

Yours sincerely