

Tata Steel UK Limited

Design Compliance Statement

Port Talbot Steelworks

Scrap Handling Facility
July 2026

Turley

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Contact

Daniel Hilliard
Senior Urban Designer, Design
daniel.hilliard@turley.co.uk

Turley

40 Queen Square
Bristol
BS1 4QP

Telephone

07919 300241

Date of issue

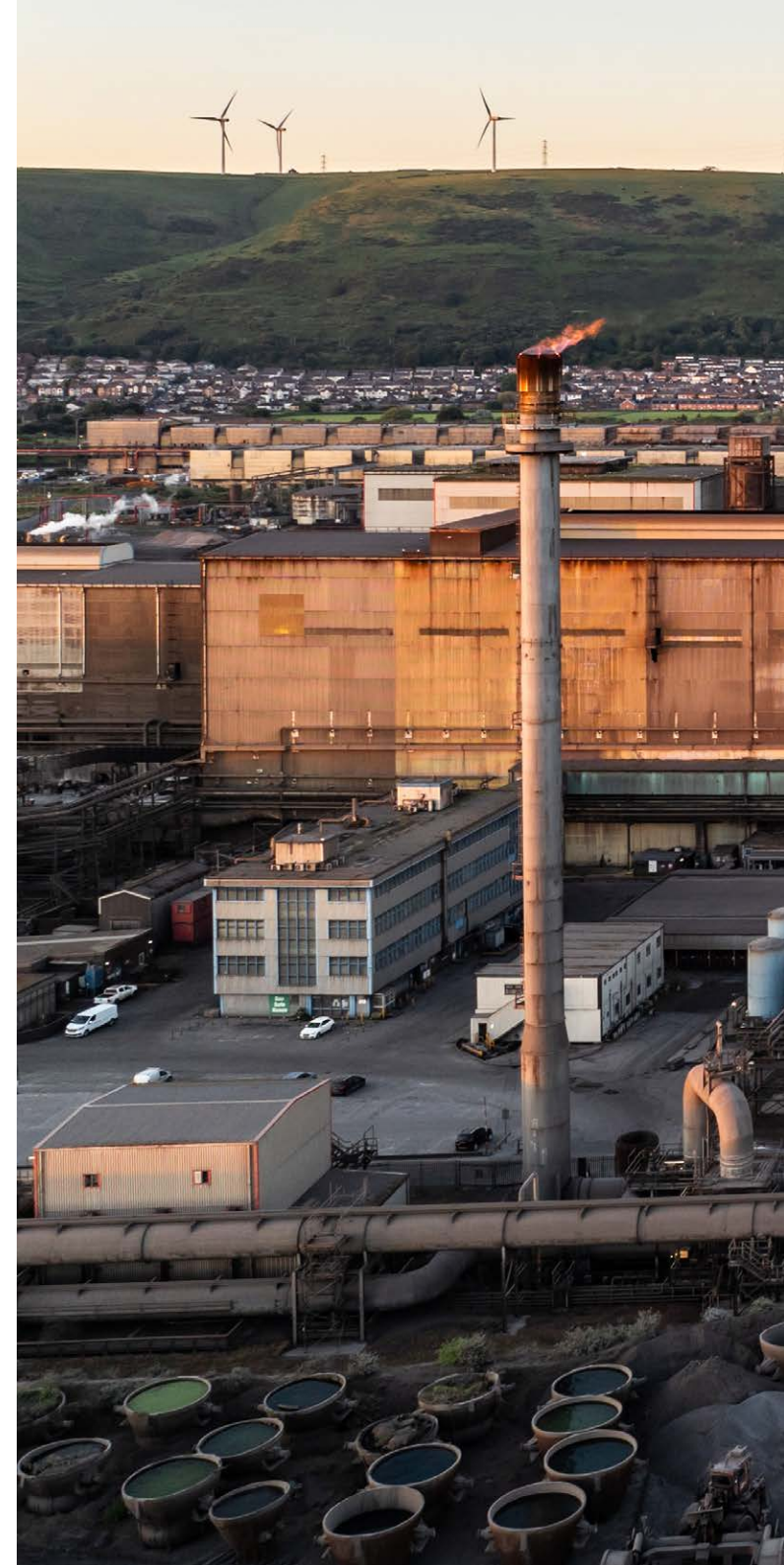
July 2026

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01 Introduction

This Design Compliance Statement (DCS) has been prepared by Turley Design on behalf of Tata Steel UK Limited ('Tata Steel') in support of a Reserved Matters (RM) planning application for a scrap handling facility, pursuant to the grant of hybrid planning permission under reference P2024/0711 at Port Talbot Steelworks in Neath Port Talbot.

The submission seeks approval of details relating to the scrap handling facility, associated scrap yards and ancillary works, and includes information to discharge pre-commencement conditions 39 (Phasing Plan) and 67 (Trees) attached to the outline element of the hybrid permission.

The description of the Proposed Development forming the subject of RM Application 2 is as follows:

"Application for the approval of reserved matters (appearance, scale and layout) pursuant to planning permission P2024/0711 for the development of a scrap handling facility and associated scrap yards. Works to include earthworks, surface water and drainage management, construction of concrete pads for storage of scrap materials, new and improved internal access roads, rail infrastructure upgrades including single track railway and rail receipt facilities, amenity/welfare facility, workshop building, electrical equipment and infrastructure, boundary treatments, lighting, CCTV, noise mitigation measures, parking and creation of hardstanding and associated engineering works."

Purpose of the Document

This RM Application 2 comprises the second phase of the approved development and follows Reserved Matters Application 1 (ref. P2025/0506), which secured approval for preliminary works and a new electrical substation compound on 26th September 2025.

This Design Compliance Statement (DCS) demonstrates that the proposed development is in accordance with the parameters of the consented hybrid development and therefore will be responsive to its surrounding context and can be delivered in accordance with relevant design policies. The DCS should be read in conjunction with the full set of supporting documentation submitted as part of the RM application, together with the DCS prepared for the wider hybrid application.

Document Structure

This DCS is structured as follows:

- **Project Summary:** This chapter provides a summary of the Electric Arc Furnace (EAF) project and explains the purpose of the document.
- **Planning Policy Context:** This chapter sets out the planning context within which the proposals have been developed and identifies the relevant national, regional and local planning policies that support the Proposed Development.
- **Site Appraisal:** This chapter shows the site in its wider context and describes the spatial constraints which inform the Proposed Development.
- **The Proposals:** This chapter sets out the Proposed Development in terms of layout, scale and appearance, and how it complies with the outline application.
- **Summary and Conclusion:** A summary of the key findings established in this DCS.



Reading This Document - Plan Orientation

Two plan orientations will be used throughout this document. Plans showing the wider context will be orientated with north at the top of the diagram (as shown to the top right) whereas plans showing the site in detail will be orientated facing west-southwest (as shown to the bottom right). The detail diagrams are arranged as such to more easily compose the site and surrounding steelworks on a page.

Plans Orientated facing West-Southwest:

- Outline Phasing Plan
- Wider Proposals Plan
- Proposed RM Scrap Layout Plan
- Area 25 Proposed Layout Plan
- Area 25 Proposed Office GA
- Area 25 Proposed Office Floorplan
- Area 25 Proposed Workshop GA
- Area 25 Proposed Workshop Floorplan
- Area 25 Proposed Car Park GA
- RM Scrap Landscape Plan
- Proposed Lighting Layout



Fig. 1: Site Aerial orientated north



Fig. 2: Site Aerial orientated west-southwest

Project Summary

Generations of Opportunity

The Port Talbot Margam steelworks were constructed and operational in the early 1920s, with the Abbey steelworks following in the 1950s. Much of the Margam steelworks' assets remained operational and were used in conjunction with the Abbey steelworks for a considerable period of time. Port Talbot Steelworks has provided jobs and economic opportunities over the last 100 years for residents of Port Talbot. At its peak in the 1960s the site was the largest single employer in Wales employing around 18,000 people.

The Port Talbot Steelworks is also one of the largest steel production plants in Europe.

This Application

The application relates to the construction of a scrap handling facility and associated scrap yards (Proposed Development). Works will include earthworks, surface water and drainage management, construction of concrete pads for temporary storage, new and improved access roads, rail infrastructure upgrades including dual track railways and receipt facilities, amenity/welfare facility, workshop building, electrical equipment and infrastructure, boundary treatments, lighting, CCTV, noise mitigation measures, parking and the creation of hardstanding and associated engineering works.



Hybrid Planning Permission Summary

The hybrid planning permission (ref: P2024/0711) was granted by Neath Port Talbot Council (NPT) on 7 March 2025. The description of electric arc furnace (EAF) development approved under the hybrid planning permission is as follows:

“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 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.”

The outline element of the hybrid permission provides for the electrical infrastructure and scrap facility for the approved development. Access and landscape matters were approved in detail at outline stage, with layout, appearance and scale the reserved matters forming the subject of this application.

Outline Element

The outline element of the hybrid permission provides for the electrical infrastructure and scrap facility for the approved development. Access and landscape matters were approved in detail at outline stage, with layout, appearance and scale the reserved matters forming the subject of this application.

The Applicant has engaged with NPT, Natural Resources Wales (NRW) and Welsh Government (WG) through the development of the detailed design for Phase 2a of the outline consent. Phase 2a comprises the construction of a scrap processing facility and associated scrap storage yards.

The Outline Area is divided into three phases. Phase 1 comprises the construction of an electrical substation; Phase 2 comprises the scrap handling facility and associated scrap yards which is the subject of this application. The remaining outline area (Phase 3) accommodates the cable route corridor, the potential expansion of the scrap handling facility, and the approved landscaping. Phasing of the outline area is demonstrated on submitted drawing (900614-P07).

RM Application 1

The RM Application 1, covered the construction of a new National Grid electrical substation and was submitted in July 2025 and approved on the 26th September 2025.

RM Application 2

The RM Application 2, as described within this document, relates to Phase 2 of the Outline Area. The site extends to approximately 202,858m² of industrial land and is divided into three distinct parcels (see Figure 3).

There has been no material change in the use or condition of the land forming the subject of RM Application 2 since the hybrid planning permission was granted in September 2025.

Key:

 Phase 1
National Grid Reserved Matters

 Phase 2
Scrap Reserved Matters Area

 Phase 1 Temporary Compound Area
Phase 2 Scrap Metal Handling Facility &
Associated Scrapyards

 Phase 3
Cable Route Corridor

 Proposed RM Scrap Boundary

 Proposed Full Planning Boundary

 Other Land Under the Control of the Applicant

 Remaining Outline Area

 Approved Landscaping

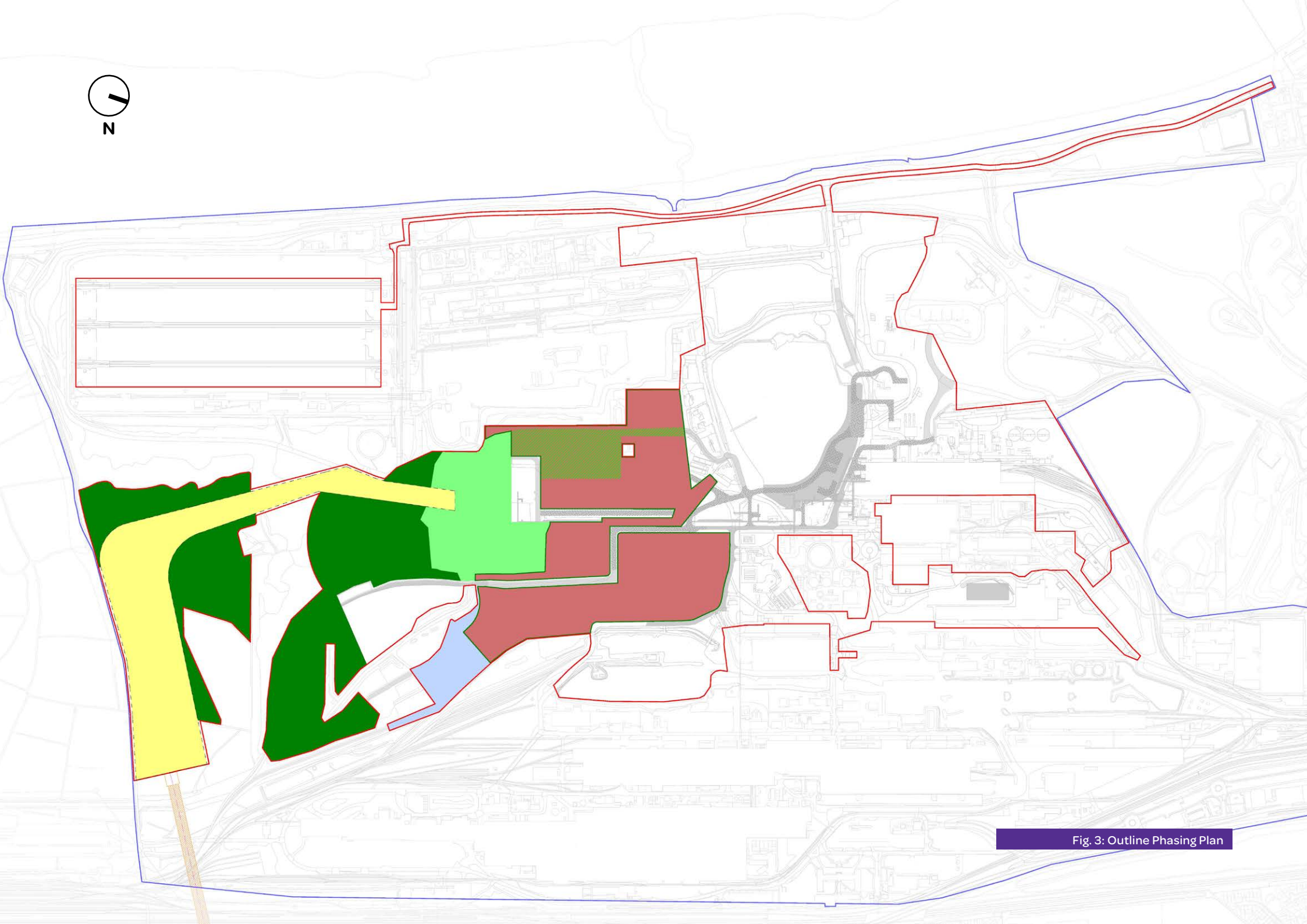


Fig. 3: Outline Phasing Plan

Delivery of the EAF Element

The hybrid planning permission was granted on 7th March 2025, subject to 74 planning conditions and a S106 Legal Agreement. The permission establishes that:

- The approved EAF development is to be delivered in a phased manner.
- The full planning permission element of the EAF development will be the initial focus of delivery, in line with an approved phasing plan.
- The electrical infrastructure and new scrap facility in the outline element of the hybrid permission will be delivered on a separate programme, which will also be phased.
- The electrical infrastructure in the outline element of the permission will be delivered by National Grid (NG) in partnership with Tata Steel.
- The approved EAF development is EIA development. It must be delivered in substantial accordance with the principles and mitigation measures set out in the approved EIA prepared by RSK.

Tata Steel has continued to work closely with NPT since the grant of the hybrid planning permission in March 2025 and, by the end of June 2025, had discharged all the pre-commencement conditions imposed on the full EAF elements of the permission.

All the conditions have been successfully discharged using documentation that is relevant to the EAF hybrid planning permission in its entirety. The successful discharge of conditions is evidence that the method statements and management plans guiding delivery of the development substantially accord with the approved EIA.

Tata Steel notified NPT (Condition 5) on 4 July 2025 and subsequently made a lawful start on site in implementing the full EAF element of the permission in early July 2025. This significant milestone on the nationally-significant investment and development project in low carbon steel making at Port Talbot has been achieved through excellent collaborative working between Tata Steel, NPT and WG.

Reserved Matters Applications

The detailed design of the Proposed Development has been influenced by:

- The approved parameters in the hybrid planning permission.
- The electrical capacity and operational requirements of NG in delivering the essential infrastructure for the EAF at Port Talbot Steelworks.
- The environmental mitigation and enhancement measures required by the EAF hybrid planning permission.
- Compliance with the method statements and management plans approved by NPT in discharging the conditions relating to the full area of the EAF hybrid planning permission, where relevant.
- The need to deliver the electrical infrastructure and scrap handling facility in substantial accordance with the principles and mitigation measures set out in the approved EIA.

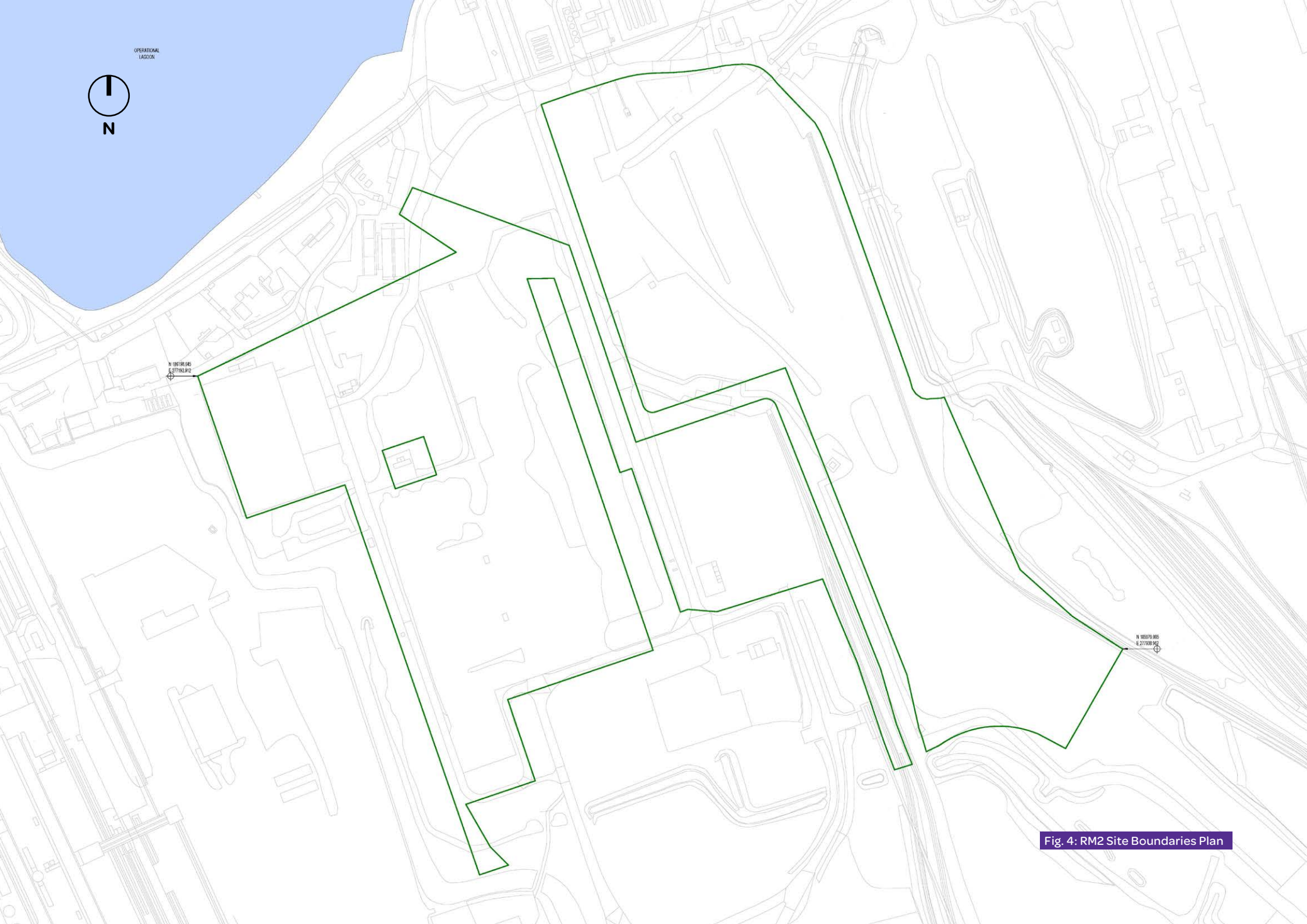


Fig. 4: RM2 Site Boundaries Plan

02 Site Appraisal

Wider Context

Port Talbot is located in the County Borough of Neath Port Talbot, Wales. The Port Talbot Steelworks is located wholly within the county. It comprises major buildings accommodating key components of the steel making process, together with associated ancillary structures and infrastructure.

Port Talbot is well connected to the wider South Wales region, principally via the M4 motorway and the South Wales Mainline railway.

The steelworks lie approximately 1.75km to the south east of Port Talbot town centre and approximately 650m south of Margam Wharf. The area is characterised by a heavily industrialised built environment which dominates the southern end of Port Talbot.

The approved EAF development site (EAF Site) sits within the confines of the long-established existing steelworks centred on the former BOS (Basic Oxygen Steel) plant. Steelmaking at the Port Talbot site dates back over 100 years. The current works is operated as one of Tata Steel's two European steelmaking and processing plants. It is characterised by a heavily industrialised built environment, which dominates the western portion of Port Talbot up to the coast.

The steelworks lie to the south of the River Afan, which cuts through Port Talbot town centre, and extends south towards the Eglwys Nunydd Reservoir. The industrialised area runs parallel to the M4 and is highly prominent on the approaches to Port Talbot from the south and east.

Further information on the local context is contained within the DCS for the approved hybrid planning application.

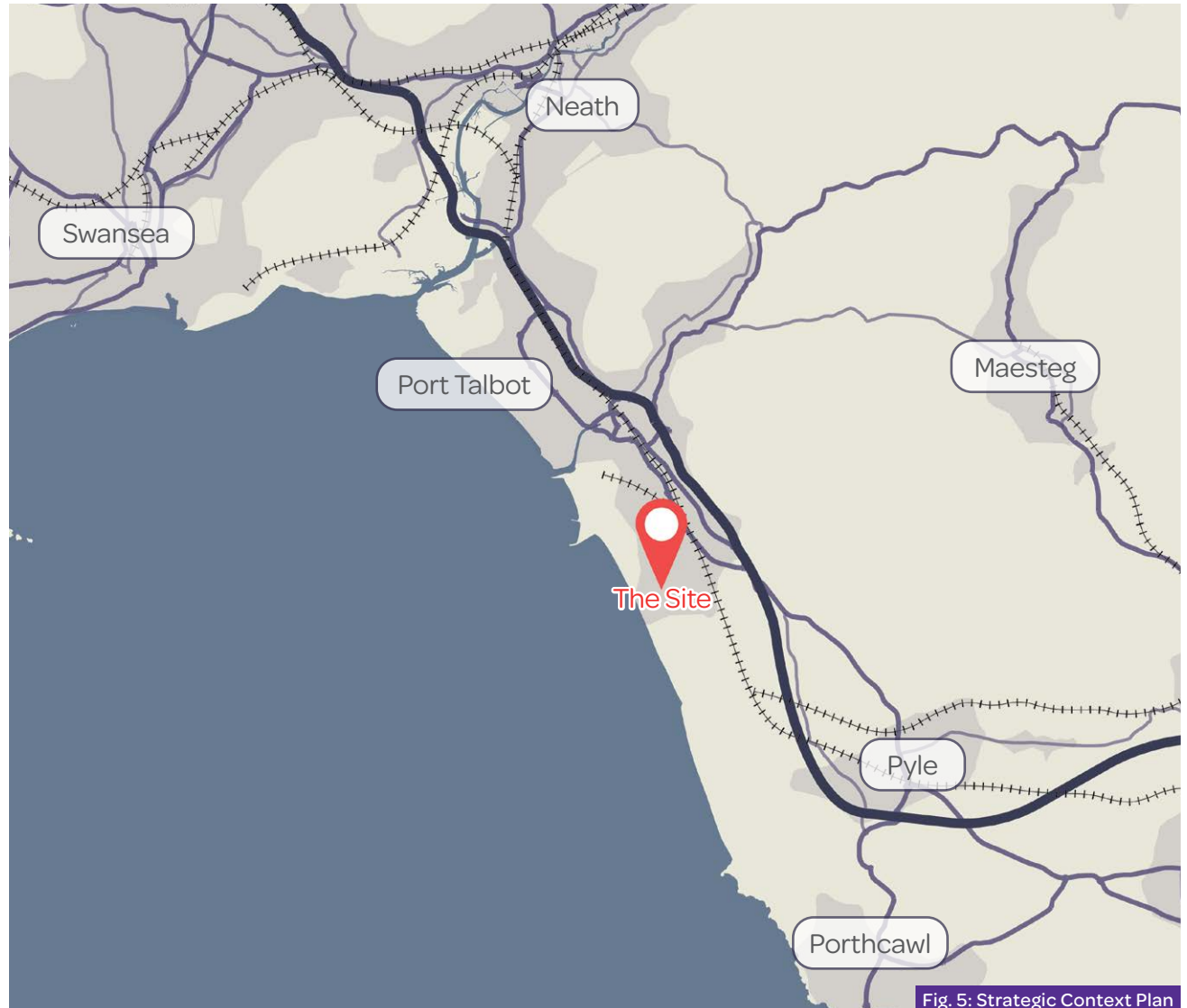


Fig. 5: Strategic Context Plan



Key:

-  Approved Hybrid Application Site Boundary (P2024/0711)
-  RM Application Site Boundary

Fig. 6: Site Location Plan

Site Appraisal

Overview

The RM Site is comprised of 3 distinct areas, which extend to approximately 20.3 hectares (ha). The Site is located towards the southern extent of the approved hybrid planning application boundary, located wholly within it. The RM site boundaries are irregular in shape and are currently occupied by scrap yard operations and unused industrial land.

Topography

The Site is lowest in the south, with ground levels typically between 5-6mAOD. Highest ground levels are located in the east of the Site along an existing site track, adjacent to existing railway infrastructure. The existing site road in the west of the Site is highest in the north at approximately 8.24mAOD, with ground levels sloping in a general southerly direction.

Flood Risk

The Site is located within Flood Zone 1 of the Flood Map for Planning for Rivers and Sea. Flood Zone 1 represents areas which have less than a 0.1% AEP (1 in 1000) chance of flooding in any given year, including climate change. All forms of development are acceptable, in principle, within Flood Zone 1.

The Site is predominantly located within Flood Zone 1 of the Flood Map for Planning for Surface Water and Small Watercourses. Flood Zone 1 indicates that there is a less than 0.1% AEP (1 in 1000) chance of flooding from these sources in any given year, including climate change.

There are localised areas shown to be located within Flood Zones 2 and 3, which are at risk from surface water flooding. Additionally, an existing Ordinary Watercourse flows through the southern vicinity of the site boundary and therefore areas within the immediate vicinity of this channel are shown to be located within Flood Zones 2 and 3.

Flood Zone 2 indicates areas that have between a 1% and 0.1% AEP (1 in 100 – 1 in 1000) chance of flooding from surface water and small watercourses in any given year, including an allowance for climate change.

Flood Zone 3 represents areas that have a greater than 1% AEP chance of flooding in any given year, including an allowance for climate change.

Areas shown to be at risk of surface water flooding are associated with small, localised areas of ponding.

Heritage

The Morfa Colliery Memorial is within the site boundary and will be retained and protected.

Access

The site is served by the existing internal road network of the Port Talbot Steel Works and a number of railway sidings.

Key:

	Site Boundary
	Concrete Hardstanding
	Contours (1m)
	Road
	Railway
	Building
	Watercourse/waterbody
	Woodland
	Dense Scrub
	Surface Water Flood Risk (zone 2)
	4 Surface Water Flood Risk (zone 3)
	Morfa Colliery Memorial
	BritPits/Mine Entry
	Potential Site Access Point
	Existing Building to be Demolished (application P2024/0711)
	Proposed Buildings (application P2024/0711)
	Proposed Roads (application P2024/0711)



Fig. 7: Constraints Plan

03 The Proposals

The proposed development will establish a scrap handling facility and associated scrap yards.

Overview of Proposed Works

A detailed overview of the proposed works is provided below:

- Single track rail infrastructure
- Rail receipt facilities for inspecting and unloading trains
- Scrap bays for segregation and storage of scrap
- Road network to provide access around scrap yard facility
- Office and amenity provision for scrap yard workers
- Dedicated scrap overflow yard
- Scrap lorry unloading area
- Associated mobile equipment for scrap handling
- Operational lighting with minimum required lux levels across the scrap yard area for safe working
- Gravel surface for overflow scrap storage

Area 25

A detailed overview of the proposed works associated with Area 25 is listed below:

- Amenity building comprising office, meeting room and welfare facilities
- Creation of designated car parking area (up to 40 standard spaces, 4 EV, and 2 accessible)
- Workshop and Storage buildings including scrap storage
- Installation of localised acoustics mitigation barriers
- Security/protective fencing (including temporary fencing surrounding Memorial)
- Transport infrastructure upgrade to the rail line infrastructure including extension of line northward into the overflow scrap storage area
- Associated civil works
- CCTV
- Surface water management and drainage infrastructure including internal drainage systems

Area 26

A detailed overview of the proposed works associated with Area 26 is listed below:

- Gravel yard

Area 27

A detailed overview of the proposed works associated with Area 27 is listed below:

- Gravel yard
- Drainage basin

Key:

-  Proposed RM Scrap Boundary
-  Proposed Full Planning Boundary
-  Offer Land Under the Control of the Applicant
-  Indicative Underground Cable Route
-  Full Planning Area
-  New Buildings

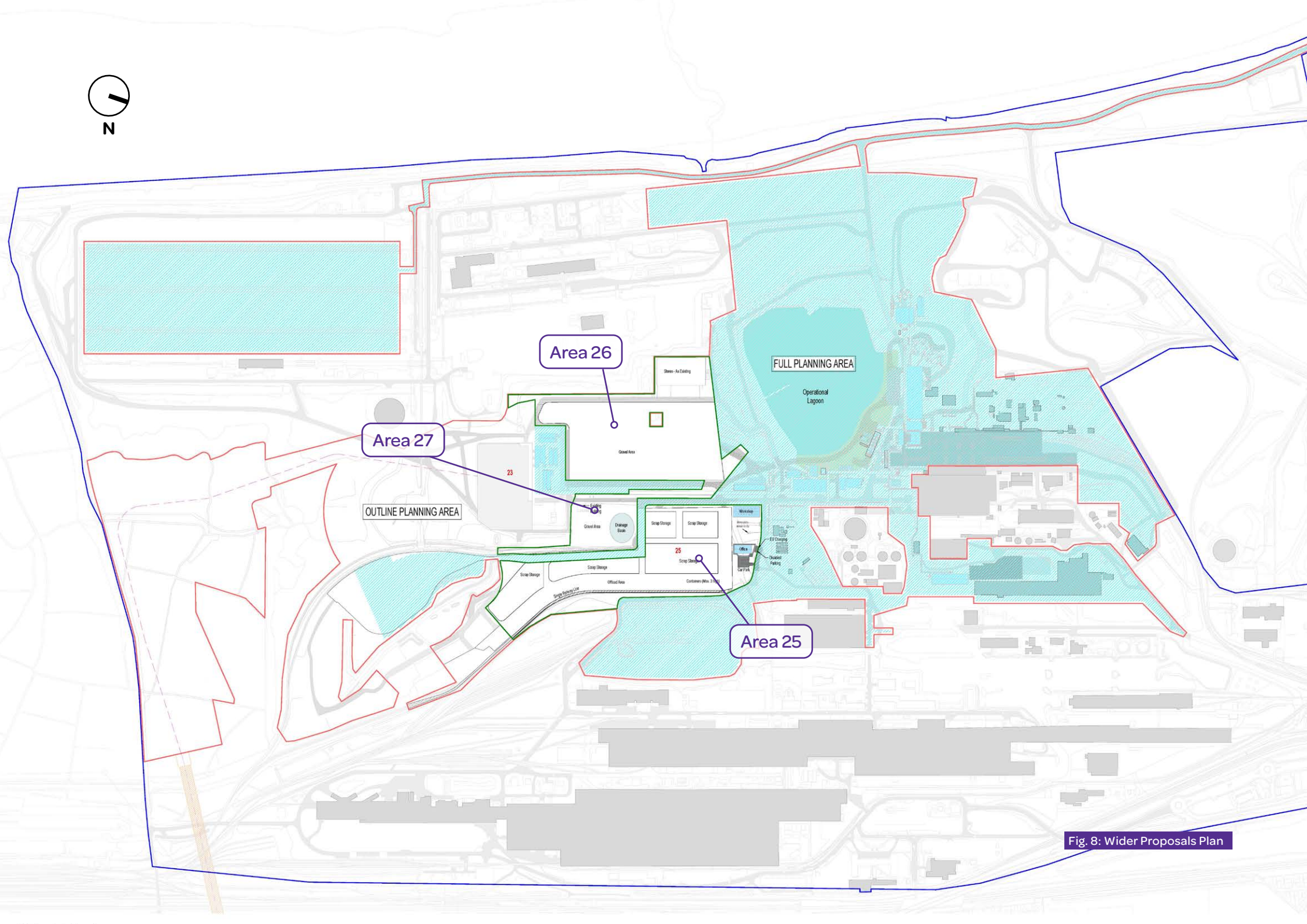


Fig. 8: Wider Proposals Plan

Layout

The RM site layout is broken down into 3 distinct areas, the component parts of which have been listed on the preceding pages. The RM application is consistent with the approved design parameters.

The proposed development is located within the parameters for built development set out established by in the approved Build Zones and Max Heights Plan (ref. 900200-P05). Figure 4.1 demonstrates compliance with these parameters, showing the site area for RM Application 2 (Scrap) in relation to the approved building zones, showing hatched in blue. The proposed development is located entirely within the approved building zones, except for a thin linear parcel of land to the west and south of the hatched area. As demonstrated by the submitted Scrap Layout Plan (ref: 900005-P05) no built development is proposed within these areas. The proposed layout of the scrap handling facility is therefore compliant with the parameters approved as part of the outline element of the hybrid planning permission.

Preliminary works will include the realignment, resurfacing and reconstruction of existing roads, which will serve the proposed scrap handling facility.

The submitted Outline Phasing Plan (Figure 3) identifies an area (hatched in red and green) previously approved under RM Application 1 for use as a temporary compound laydown area associated with the construction of the National Grid electrical substation. As the land will no longer be required following completion of Phase 1 of the EAF Outline Area, it will revert to Tata’s operational control and be incorporated into the scrap handling facility proposed under RM Application 2. This approach has been discussed with NPT as part of the pre-submission process.

Appearance

The RM 2 Application site is divided into three distinct parcels. Two parcels comprise predominately gravel-surfaced areas, one of which incorporates the drainage infrastructure in accordance with the approved outline drainage strategy. Further details are provided within the accompanying drainage strategy.

Figure 9 illustrates the proposed operational layout of the scrap handling facility. The easternmost parcel will accommodate the main scrap operations area, comprising a total of 10 scrap storage bays, each separated by a 1.6m high concrete interlocking barrier. The proposed materials, layout and bay arrangement reflect the EAF site’s established industrial character and provide a functional and visually coherent appearance consistent with the parameters and principles established through the approved hybrid plans and documents.

Component	Length	Width	Maximum height
Office	40.0m	20.0m	8.0m
Workshop	60.0m	25.0m	8.0m
Scrap Piles	N/A	N/A	7.0m
Lighting Columns	N/A	N/A	25.0m

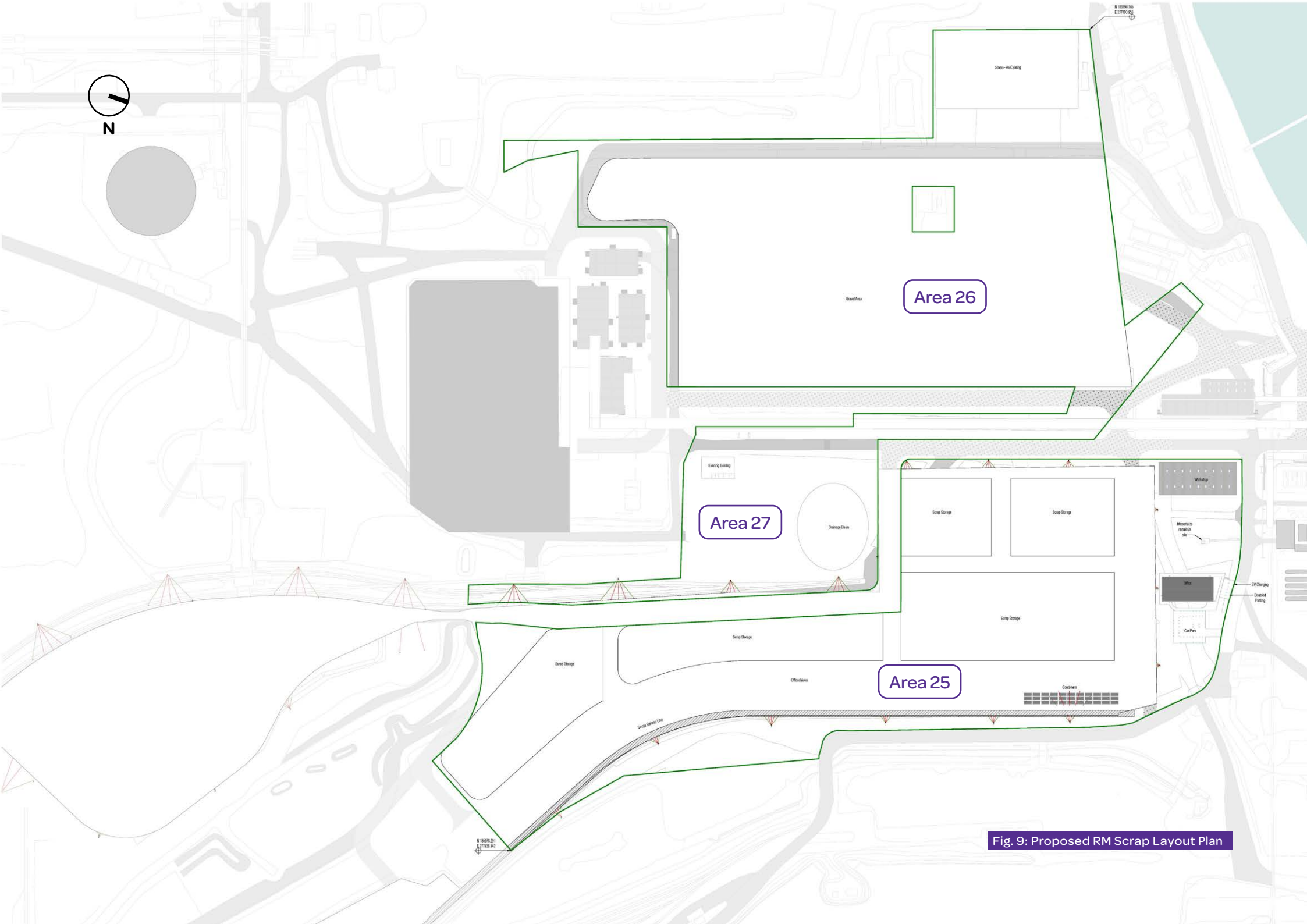


Fig. 9: Proposed RM Scrap Layout Plan

Scale and Massing

The proposed scrap piles contained within each bay will reach a maximum height of 7m, which is significantly below the maximum building heights which vary from 15 – 20m as set out by the approved Build Zones and Max Heights Plan.

The westernmost parcel will comprise a large concrete pad, functioning as a gravelled operational area. This parcel does not contain any above ground built development and is located within an area subject to approved maximum building heights of between 15m and 20m, as defined by the Build Zones and Max Heights Plan. As no structures are proposed within this area, the development complies with the parameters approved under the EAF hybrid planning permission.

The maximum building height of 20 metres applies only to the proposed buildings and does not extend to the proposed lighting columns. The lighting columns, which are located

along the western site boundary, will have a maximum height of 25 metres, as previously identified and agreed with the Council. This approach has been discussed and agreed during pre-submission meetings with NPT and is further supported by a substantial reduction in the overall number of lighting columns compared with the approved Indicative Lighting Plan. The height enables more efficient directional coverage using fewer columns. The columns will be fitted with back shields and directional luminaires to minimise light spill and focus light within the scrap operational areas. Further details of lighting is provided within the supporting Lighting Strategy.

The proposed office building and welfare facility located within the northern part of the RM Application 2 site will be less than 20m in height and complies with the parameters set out in the approved Build Zones and Max Heights Plan. This is demonstrated in Figure 10, which shows the office and welfare

facility within the 20m max height build zone.

Proposed Buildings

A workshop and an office building will both be located at Area 25 on the northern part of the site.

Scale

The proposed office building is 40m in length and is 20m wide. The building's overall maximum height is 8m. This building features a flat roof.

The proposed workshop will be 60m in length, 25m in width and will have a maximum height of 8m. This building will feature a gable ended pitched roof.

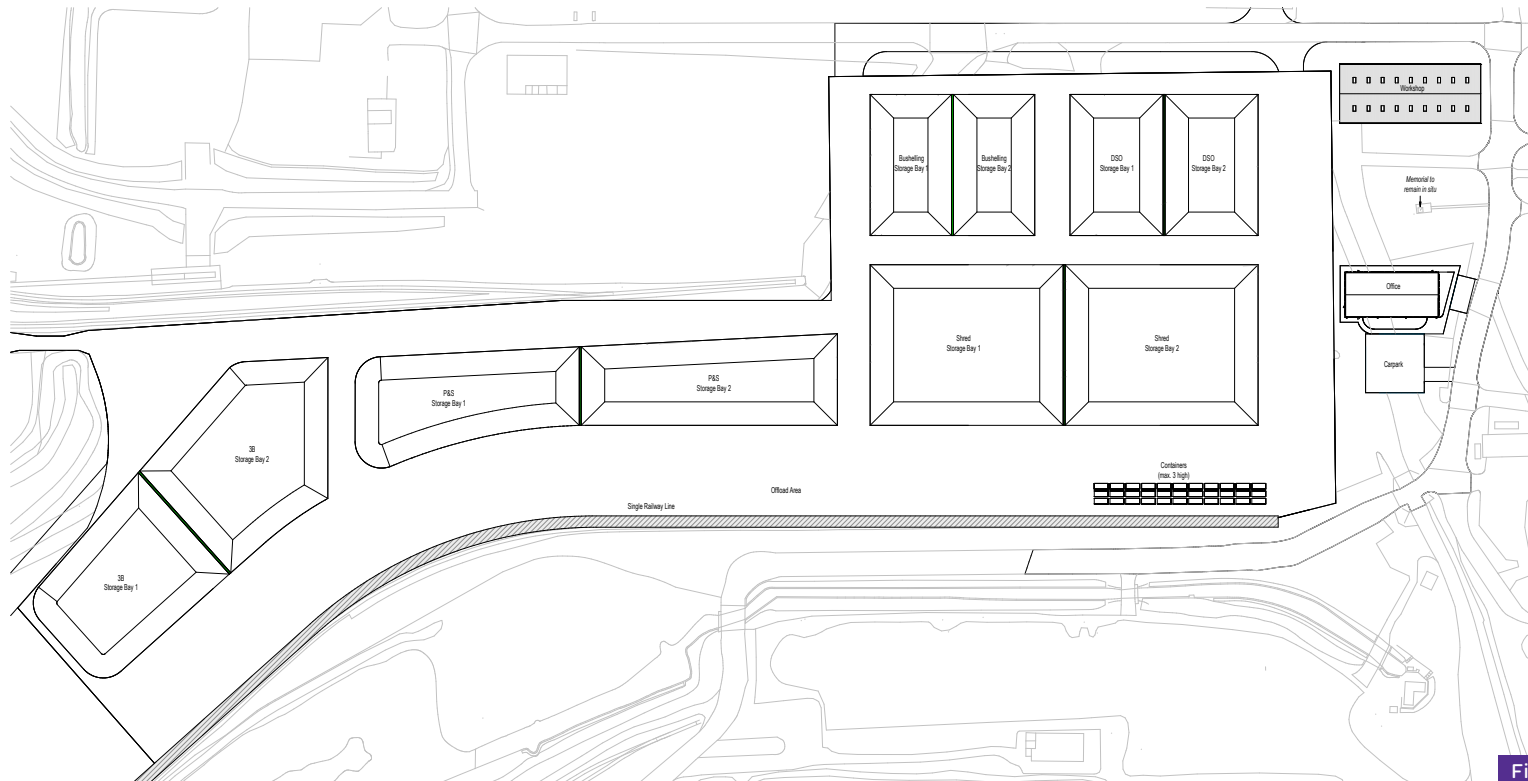


Fig. 11: Area 25 Proposed Layout

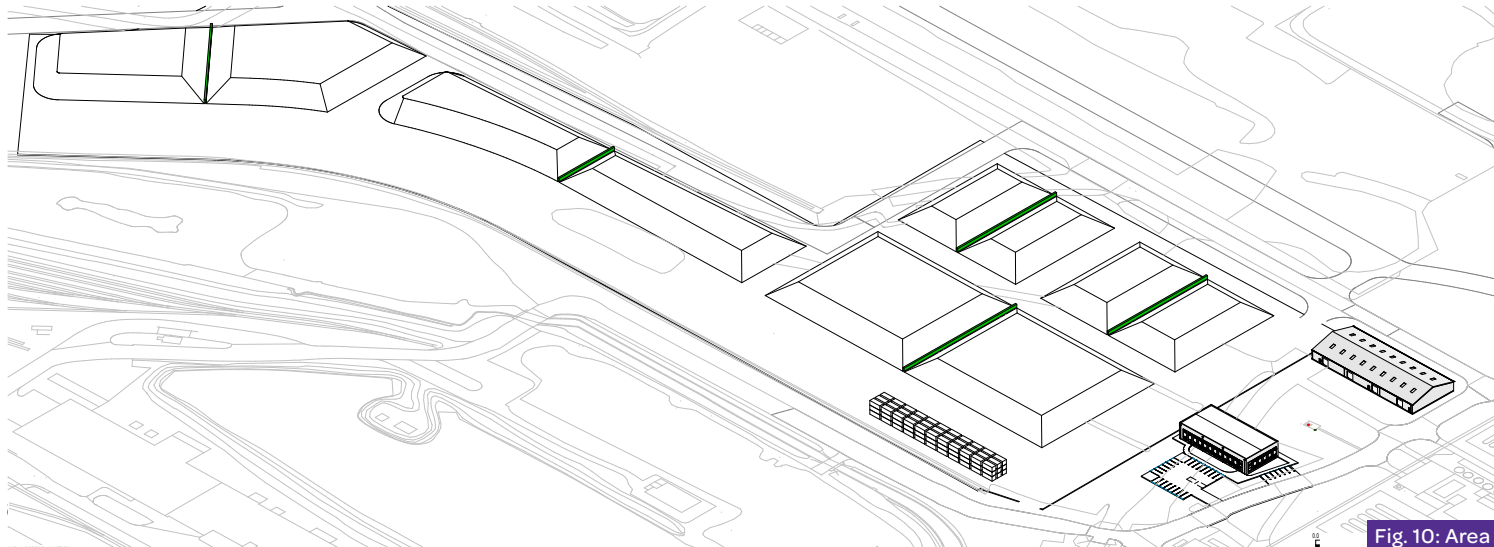
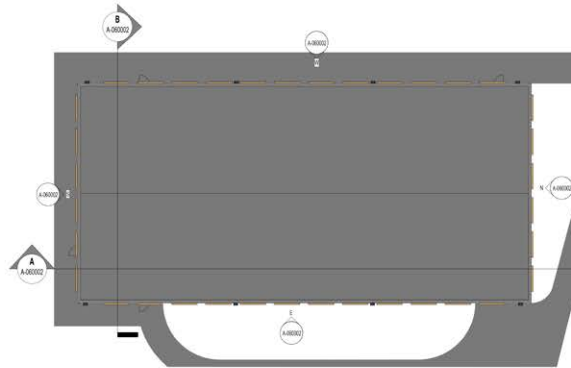
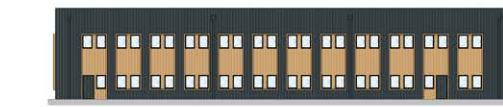


Fig. 10: Area 25 Proposed Layout - 3D View

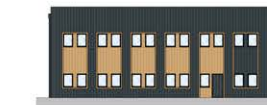
Area 25 Office



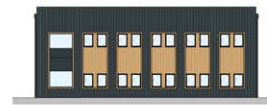
P Roof Plan



W West Elevation



S South Elevation



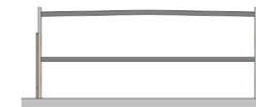
N North Elevation



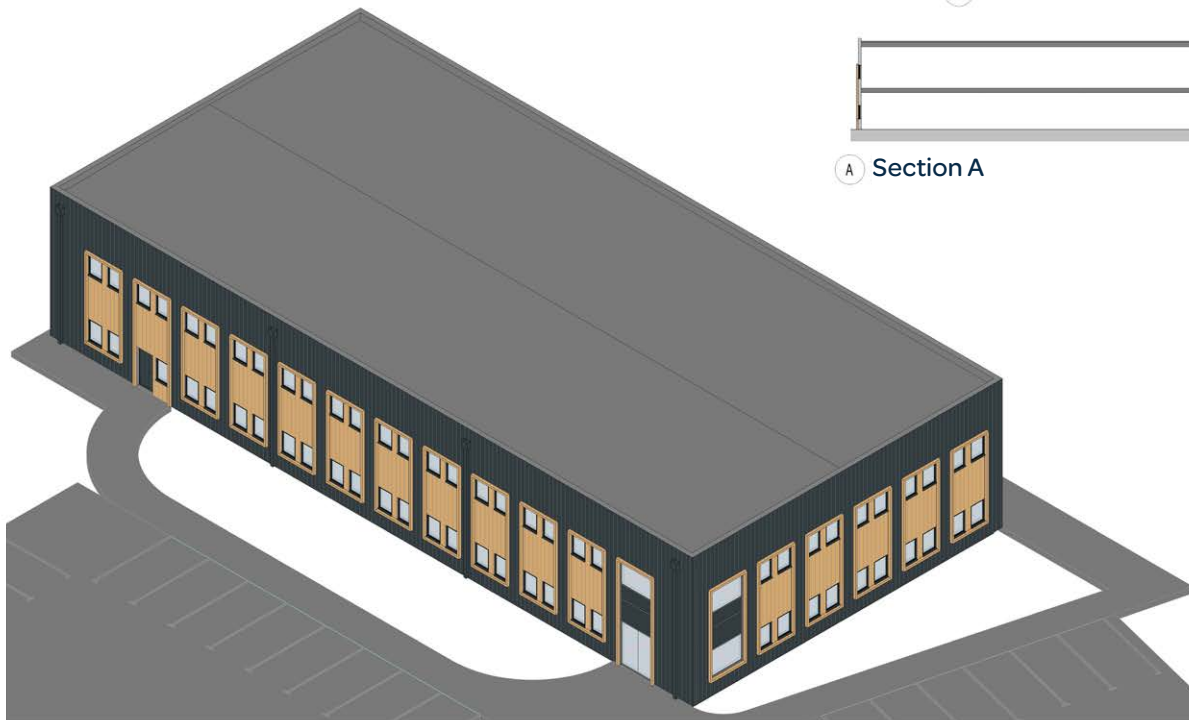
E East Elevation



A Section A

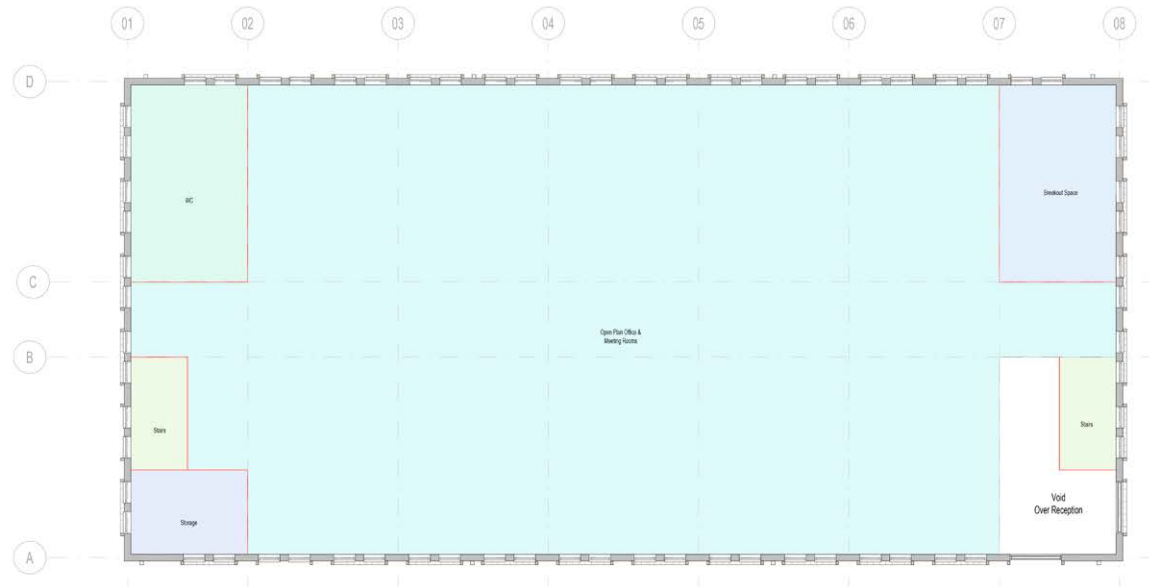


B Section B

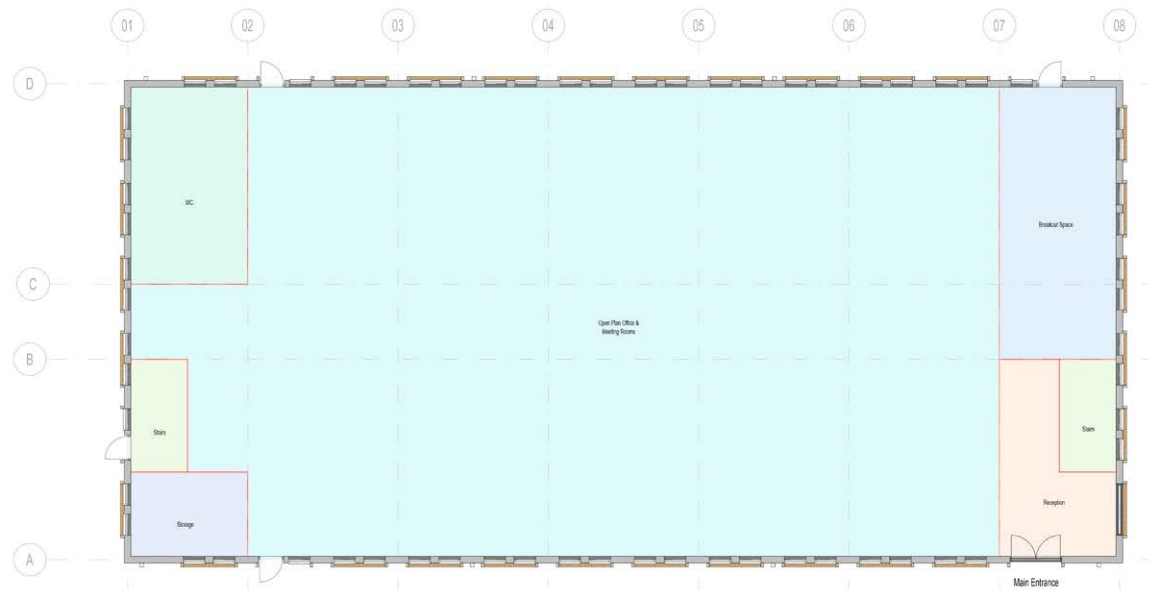


3D View

Fig. 12: Area 25 Proposed Office GA

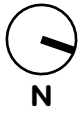


First Floor Plan

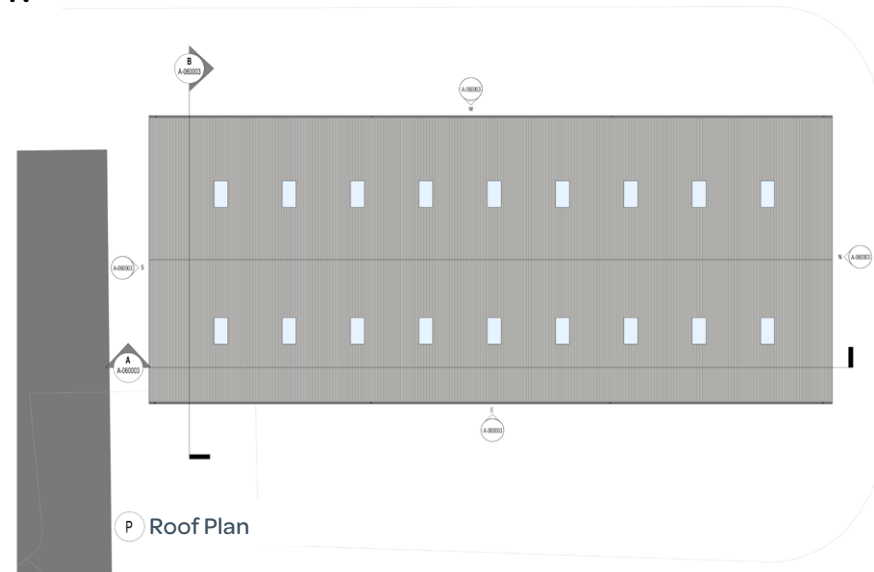


Ground Floor Plan

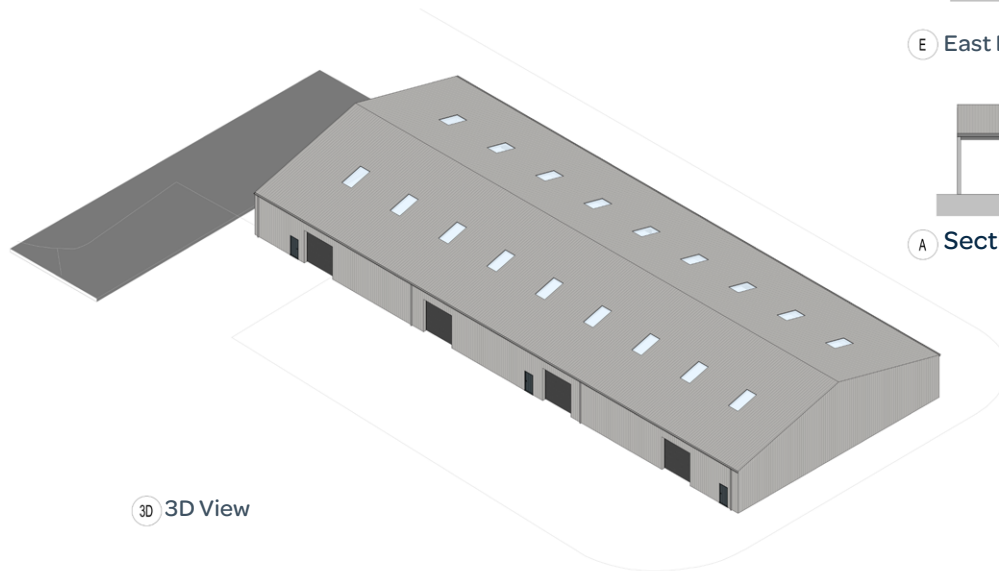
Fig. 13: Area 25 Proposed Office Floor Plans



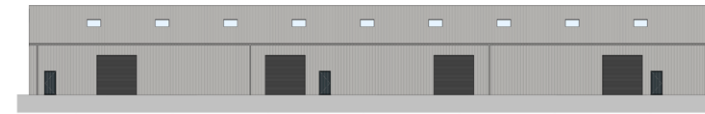
Area 25 Workshop



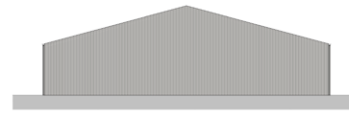
P Roof Plan



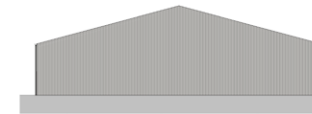
3D 3D View



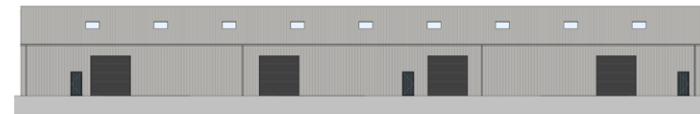
W West Elevation



S South Elevation



N North Elevation



E East Elevation



A Section A



B Section B

Fig. 14: Area 25 Proposed Workshop GA

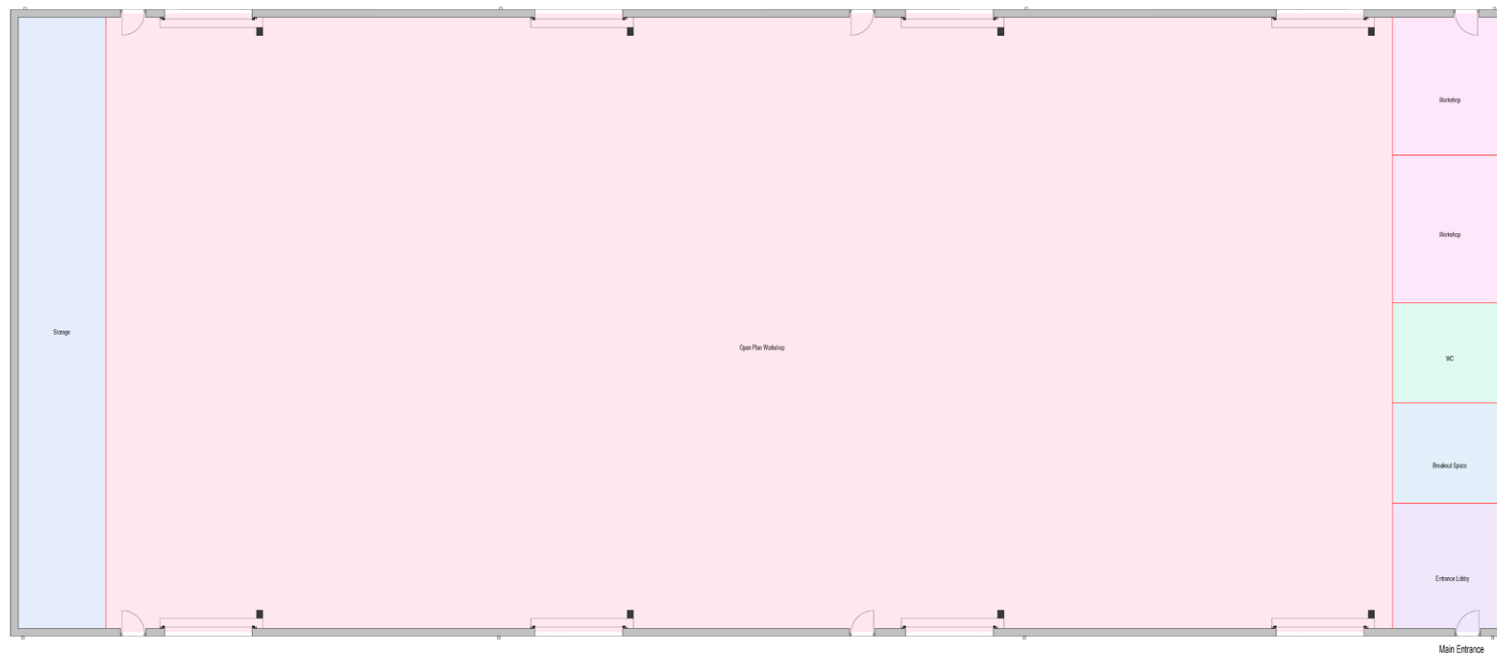
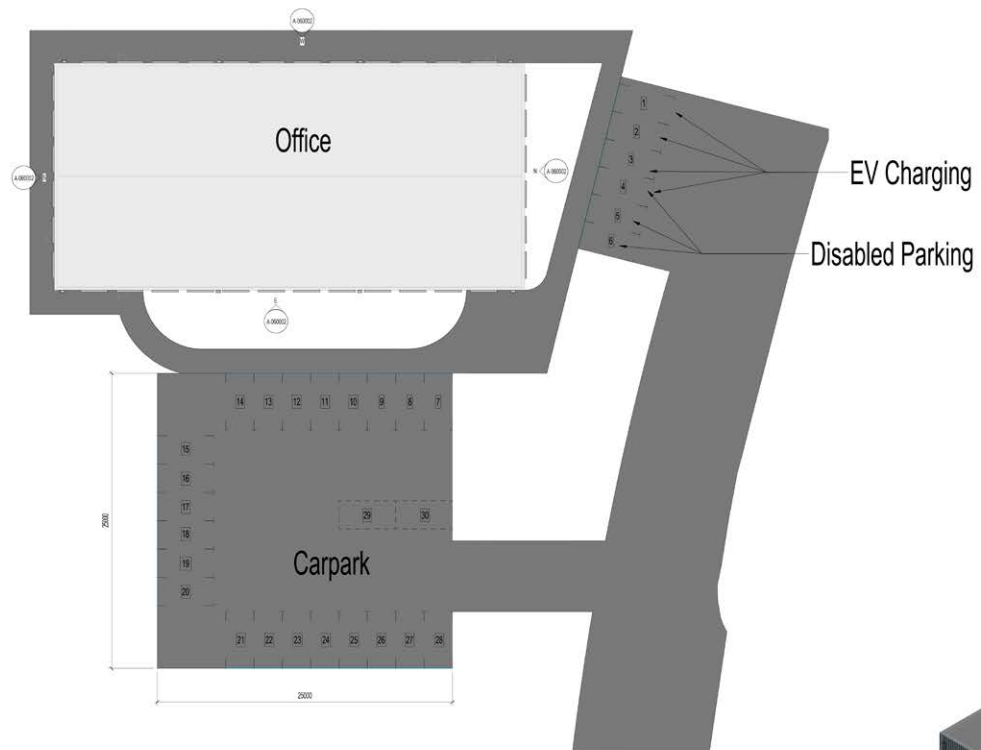


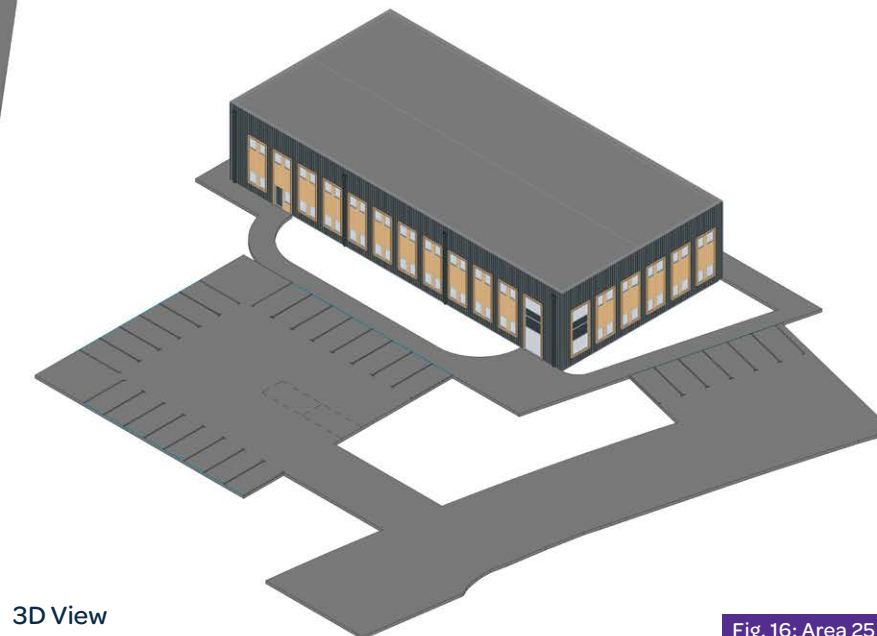
Fig. 15: Area 25 Proposed Workshop Floor Plan



Car Park



Area 25 Car Park Plan



3D View

Fig. 16: Area 25 Proposed Car Park GA

Materials / Appearance

Workshop

The proposed materials are as follows:

- **Facade:** Profiled Metal Cladding Goosewing Grey
- **Roof:** Profiled Metal Roofing Goosewing Grey
- **Fenestration:** Steel windows & doors Black

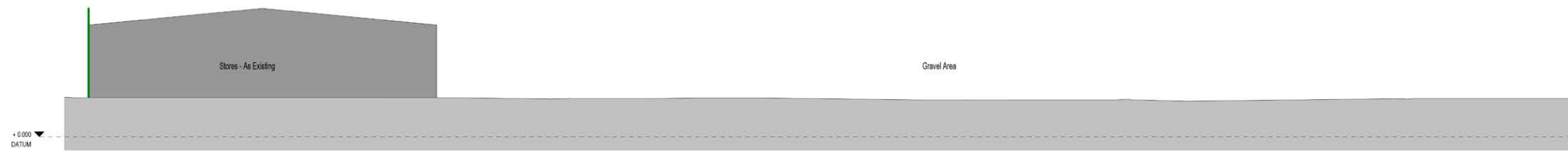
Office

The proposed materials are as follows:

- **Facade:** Profiled Metal Cladding Anthracite, Straw
- **Roof:** Rubber Roofing Finish Black
- **Fenestration:** Aluminium windows & doors Anthracite



AA RM Scrap Section AA



BB RM Scrap Section BB



CC RM Scrap Section CC

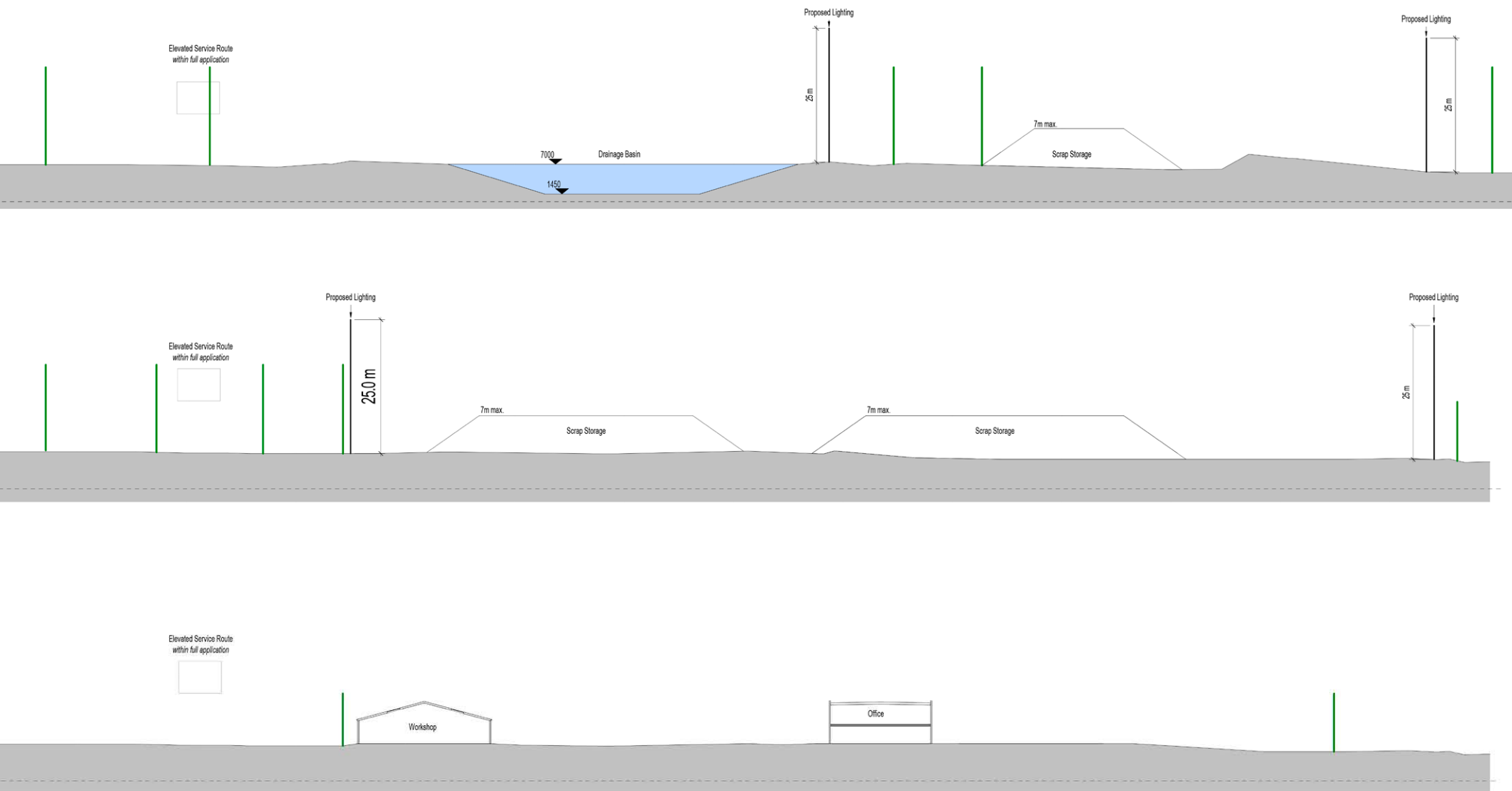


Fig. 17: RM Application 2 Sections

Drainage

A Flood Risk Assessment has been prepared by JBA Consulting and is included with this RM application. This document is supported by a Drainage Options Appraisal as appended within the ES Compliance Statement.

The approved outline drainage strategy provides for the treatment of surface water runoff via an interceptor prior to discharge to a nautilus point drainage system. During the detailed design process, groundwater and construction constraints were identified which affect the delivery of the approved drainage arrangement. Accordingly, this RM Application 2 proposes an alternative drainage strategy comprising an above ground attenuation basin located within the area previously identified as Unit Area 27. The omission of Unit Area 27 and the associated scrap shredding process has released sufficient land to accommodate the attenuation basin and demonstrate broad compliance with the parameters of the approved drainage strategy.

The Assessment concludes that the proposed detailed development in the RM Application 2 submission is broadly compliant with the parameters and conditions on the EAF planning permission. It is acceptable in flood risk terms on this basis. The proposal also meets the principles and requirements set out in TAN-15 (2025) and the aims of Planning Policy Wales (PPW).

Key:

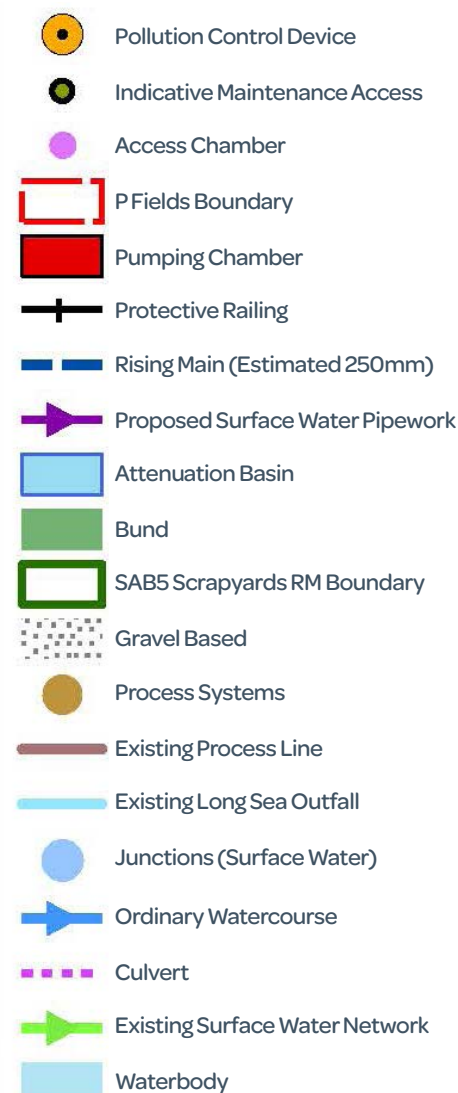
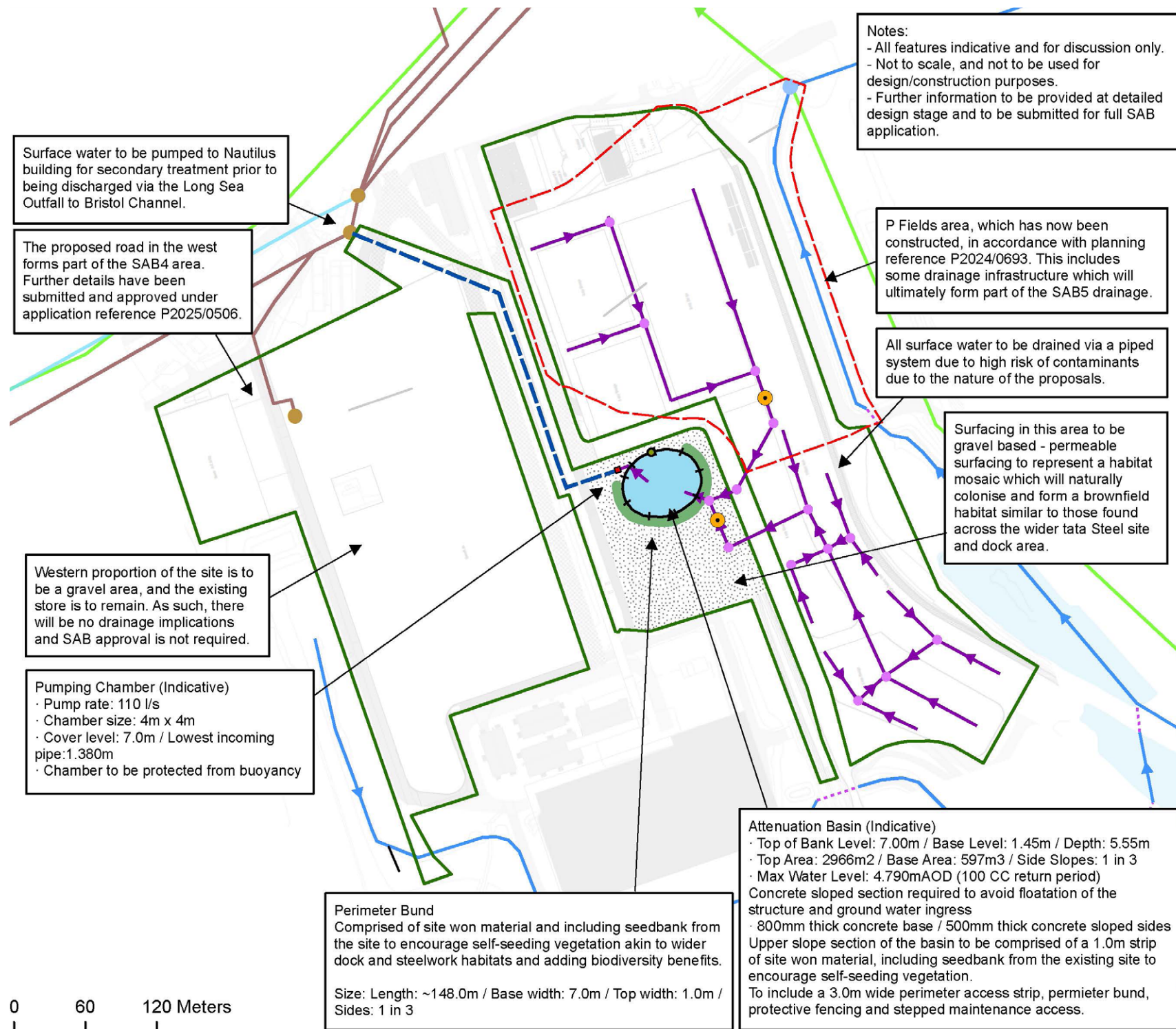


Fig. 18: Proposed Drainage Layout



Green Infrastructure

A green infrastructure (GI) strategy for the site has been prepared in collaboration between RSK, JBA, Lawray Architects and Turley. The proposed strategy consists of a surface water attenuation basin which incorporates a 1 metre wide strip at the top of the internal slope comprising site-won material, including the existing seedbank. This will encourage self-seeding vegetation like the habitats present across the wider steelworks environment.

A landscape bund is proposed around approximately two-thirds of the basin perimeter, with an indicative height of approximately 1m high with a 1m wide flat plateau top and a 7m wide base. The bund is required as a health and safety measure to discourage unauthorised access to the basin, while also providing a habitat feature for self-colonising vegetation. The bund will be formed from site-won spoil material, creating surface conditions beneficial for open mosaic habitat to establish. This will reinforce the wider site approach to on site habitat creation where local species colonisation take precedent over using commercial seed mixes to create habitat on site.

The proposed approach provides enhanced green infrastructure when compared with a wholly underground attenuation solution. The open basin, vegetated bund and self-colonising margins introduce more extensive above-ground habitat opportunities within an industrial setting and support integration with the wider industrial landscape.

Amenity benefits are limited by the industrial setting and location of the Scrap Storage Area. However, the proposals support good site integration by combining functional drainage infrastructure with vegetated margins and a bund that reflects the site wide habitats within this industrial landscape setting.

The strategy also contributes to climate resilience by providing attenuation for significant rainfall events, including the 1 in 100-year plus climate change event, subject to confirmation of final hydraulic performance. The reduction in impermeable surfacing through the removal of Building 27 and the introduction of spoil-based permeable areas further supports surface water management and brownfield habitat creation.

Key:

-  Proposed RM Scrap Boundary
-  Drainage Basin
-  Landscape Bund

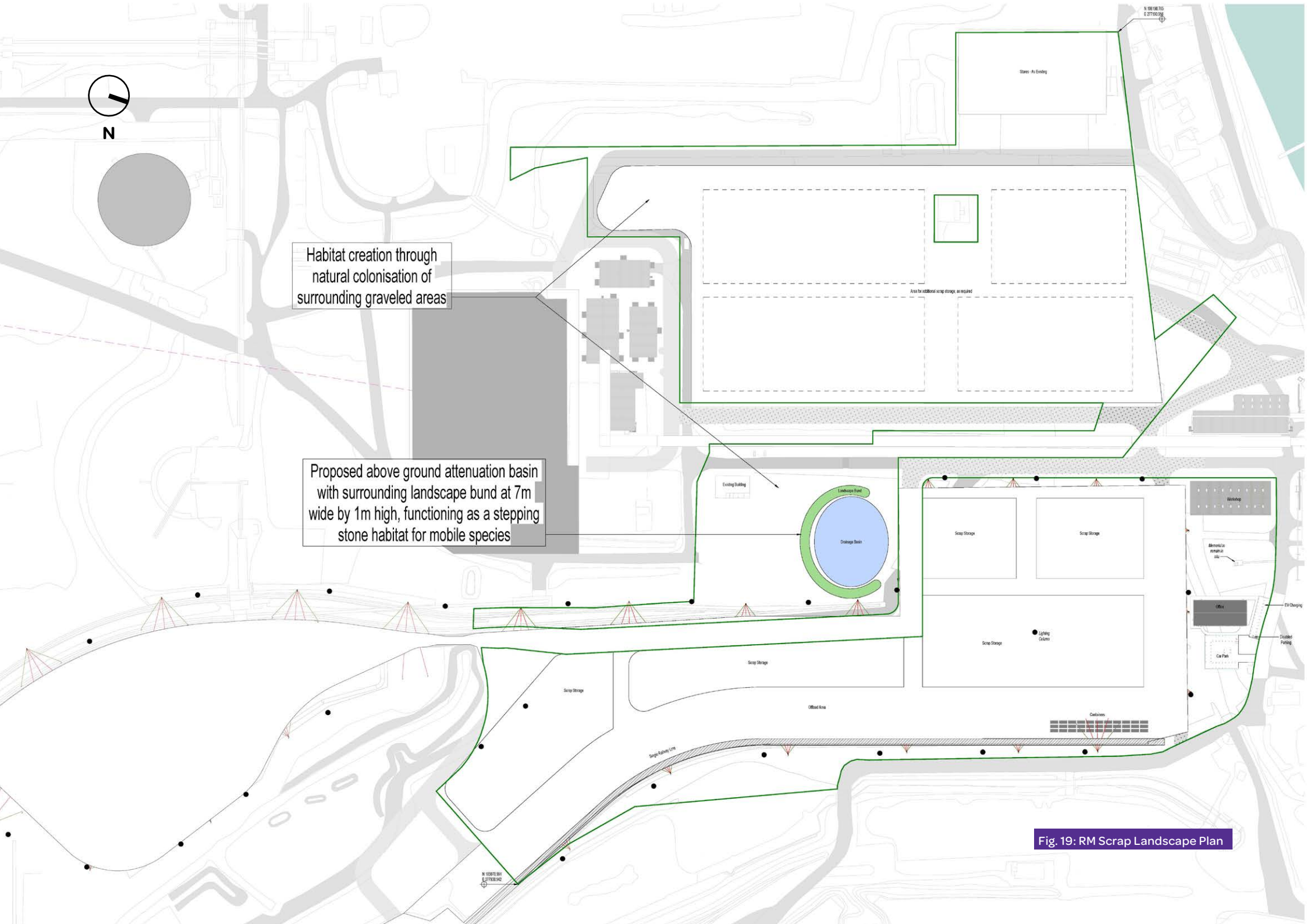


Fig. 19: RM Scrap Landscape Plan

Lighting

The proposed lighting scheme complies with the parameters that were assessed by the ES and approved in the EAF hybrid planning permission. The approved Build Zone and Maximum Height Plans apply specifically to proposed buildings and do not extend to the proposed lighting columns, which have always been excluded as they are fixtures rather than buildings. The proposed maximum height of 25 metres for the lighting columns has been assessed through the detailed Lighting Assessment, which demonstrates that the visibility and effects on identified receptors are consistent with those assessed within the approved Environmental Statement.

The Lighting Strategy as prepared by WSP is submitted with RM Application 2.

Key:



High Mast Lighting



Primary Throw of Light Column

To be read in conjunction with External Lighting Feasibility Report (ref: UK0041847.0811)



Full Planning Area



Proposed RM Scrap Boundary



Proposed Full Planning Boundary



Other Land Under the Control of the Applicant

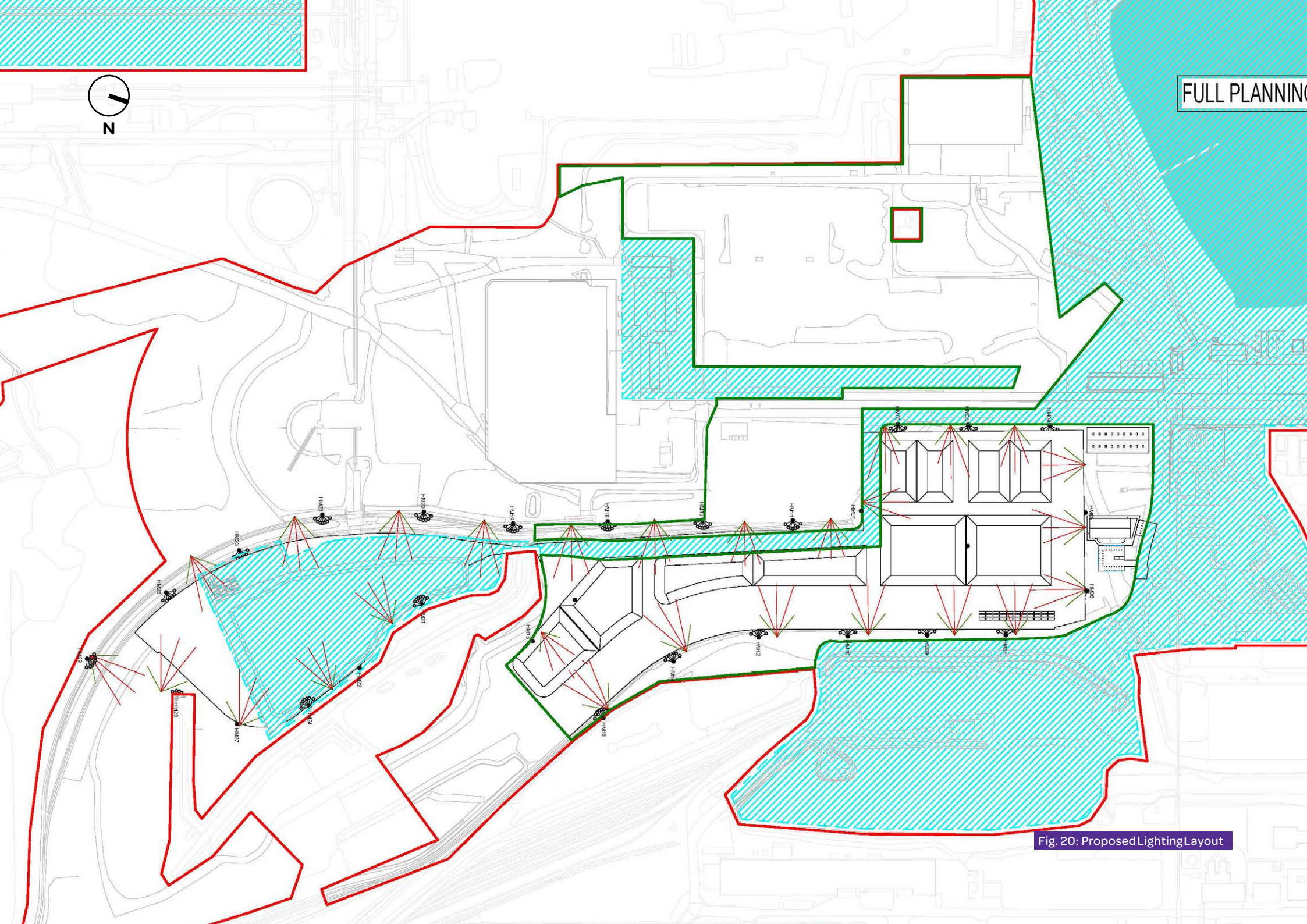


Fig. 20: Proposed Lighting Layout

04 Summary & Conclusion

This Design Compliance Statement has been prepared to demonstrate that RM Application 2 is broadly compliant with the parameters and requirements of the outline element of the approved hybrid planning permission (P2024/0711) for a new EAF steel making facility at Port Talbot Steelworks.

The evidence-based information provided confirms compliance with:

- The key parameters of layout, appearance and scale provided for in the EAF hybrid planning permission.
- The method statements and management plans used to discharge detailed pre-commencement and environmental mitigation requirements in the EAF hybrid planning permission.
- Substantial accordance with the principles and mitigation set out in the EAF EIA prepared by RSK.
- The drainage approach is consistent with the separate SAB process, which is ongoing. TAN15 has not material impact on the acceptability of the proposed development in flood risk terms.

This DCS demonstrates that the proposed development is in accordance with the parameters of the consented hybrid development and therefore will be responsive to its surrounding context and can be delivered in accordance with relevant design policies.



Turley