

Planning Compliance Statement

Reserved Matters 2 Application – Scrap Metal Handling Facility and Associated Scrap Yards

Hybrid Planning Permission P2024/0711

Port Talbot Steelworks, Neath Port Talbot

July 2026

Turley

Contents

1.	Introduction	3
2.	RM 2 Application: Site, Surrounding Context and Background	5
3.	RM 2 Application: The Proposed Development	17
4.	Compliance with the Hybrid Planning Permission	20
5.	Conclusion	31

1. Introduction

- 1.1 This Planning Compliance Statement has been prepared by Turley on behalf of Tata Steel UK Limited (“Tata Steel”) (‘the Applicant’) in support of Reserved Matters (RM) 2 Application 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 metal handling facility, associated scrap yards and ancillary works. The application also includes information to discharge the following conditions attached to the hybrid planning permission:

- **Conditions 19 and 58** - Operational Noise and Vibration Management Plan
- **Condition 39** - Phasing Plan
- **Condition 67** – Trees.

- 1.2 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 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.”

- 1.3 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.
- 1.4 This RM 2 Application comprises the second implementation phase of the outline element of the approved development. It follows Reserved Matters 1 Application (ref. P2025/0506), which secured approval for preliminary works, a new electrical substation and associated electrical infrastructure on 26 September 2025. These approved works have commenced and are being delivered on site.

1.5 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 2 comprises the construction of a scrap metal handling facility and associated scrap storage yards.

1.6 The description of the Proposed Development forming the subject of RM 2 Application 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 metal 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.”

1.7 This statement confirms details of the Proposed Development, the principle and parameters which are established by the hybrid planning permission. It focuses on the RM of layout, appearance and scale. The compliance of the detailed design is assessed against the approved parameters and requirements of the outline planning permission, including the conditions attached to the decision notice and obligations contained within the Section 106 Agreement (S106). The statement is also supported by an Environmental Statement (ES) Statement of Compliance prepared by RSK.

1.8 This statement should be read in conjunction with the suite of documents submitted in support of the application. The list of supporting technical documents and plans are provided in the covering letter to the application.

Structure of the Statement

1.9 This Planning Compliance Statement is structured as follows:

- Section 2 describes the site and summarises the relevant planning background.
- Section 3 describes the development proposals and provides details of the components of RM 2 Application, including the discharge of Conditions 19, 58, 39 and 67.
- Section 4 provides an assessment of the RM 2 Application and its compliance with the parameters in the outline element of the approved hybrid planning permission (specifically the outline elements), including the approved plans and documentation, and the outline planning conditions attached to the decision notice.
- Section 5 provides our conclusions.

2. RM 2 Application: Site, Surrounding Context and Background

Port Talbot Steelworks

- 2.1 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.
- 2.2 The steelworks lie to the south of the River Afan, which cuts through Port Talbot. The works extends south towards the Eglwys Nunydd Reservoir. It runs parallel to the M4 (between the motorway and the sea) and is highly prominent on the approach to Port Talbot from the south / east and on the skyline more generally.

The EAF Hybrid Planning Permission Site

- 2.3 The EAF Site hybrid planning permission boundary extends to approximately 160 ha and is illustrated below in **Figure 2.1**.

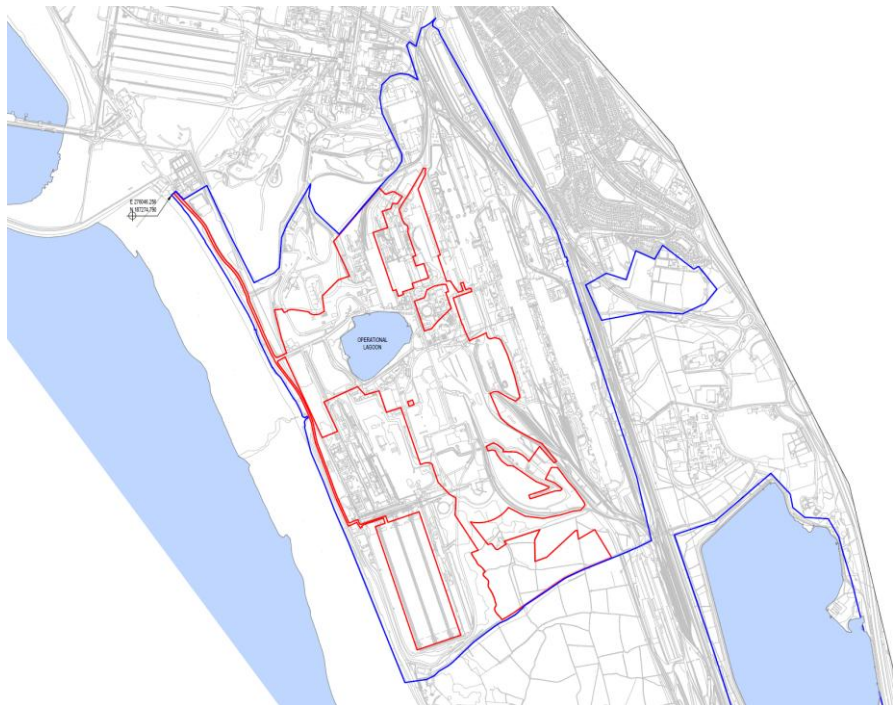


Figure 2.1: The Approved EAF Development Site

- 2.4 The EAF Site boundary for the hybrid planning permission is irregular in shape and includes the following parts of the steelworks:

- The continuous casting plant, slab yards, and part of the BOS plant in the northern part of the EAF Site.
 - An operational lagoon, a steel service centre, and Margam colliery memorial in the central area of the EAF Site.
 - A haul road which forms the westernmost boundary.
 - Coal yards (closed in 2024) in the southwestern area of the EAF Site, now used for EAF material storage and laydown.
- 2.5 The rail network, open storage yards, scrap processing facilities and associated steelmaking infrastructure are located to the south and southwest of the EAF site.
- 2.6 The EAF site slopes gradually down in a south-easterly direction, albeit it is undulating in parts. The lowest levels within the site are in the south-east, at approximately 4.15mAOD. The eastern side of the EAF site is generally lower than the west, with levels typically remaining below 10mAOD. The west of the EAF site is shown to have typically higher ground levels, likely due to existing material and slag storage, and scrap processing. Levels in the south-west of the EAF site are approximately 14.95mAOD, with the highest levels shown to be in the north-west of the EAF Site at around 23.06mAOD.
- 2.7 The EAF site is set within an established industrial area. The industrial nature of surrounding buildings and structures form a key part of the character and skyline of Port Talbot and form the backdrop to the EAF site. It includes a wide variety of industrial buildings, plant and equipment associated with the ongoing operation of the wider steelworks. The largest building on the EAF site is the BOS plant, which measures approximately 60m in height, over 100m in width and 150m in length. The building dominates the skyline in this part of the steelworks. A series of other large plant and industrial buildings of standard steel frame and grey panelled cladding are visible across the steelworks.
- 2.8 Beyond the large industrial buildings, the approved EAF site is predominately bare ground or developed land. There is a large area of made ground, reflecting the established use of the EAF site as a steelworks. Open areas of material and plant storage, large industrial buildings and the internal road network dominate. Open mosaic habitat is observed across the EAF site, including a mixture of scrub, grassland and ephemeral vegetation. There are several open channels holding and conveying water throughout the EAF site, which form part of the EAF site surface and water treatment system. The BOS lagoon is located at the northern extent of the EAF site.

The RM Application Site

- 2.9 The hybrid planning permission grants full and outline planning permission for the new EAF steel making facility. Two boundary lines are identified within the wider EAF site: the full application area and the outline application area, as shown in **Figure 2.2** below.



Figure 2.2: Full and Outline Application Areas as identified in hybrid planning permission P2024/0711

- 2.10 The Outline Area is divided into three phases. Phase 1 comprises the construction of an electrical substation; Phase 2 comprises the scrap metal 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 metal handling facility, and the approved landscaping. The wider area annotated in dark green on the phasing plan included at Figure 2.3 is approved landscaping. Phasing of the outline area is demonstrated on submitted drawing (900614-P07) as shown as Figure 2.3.

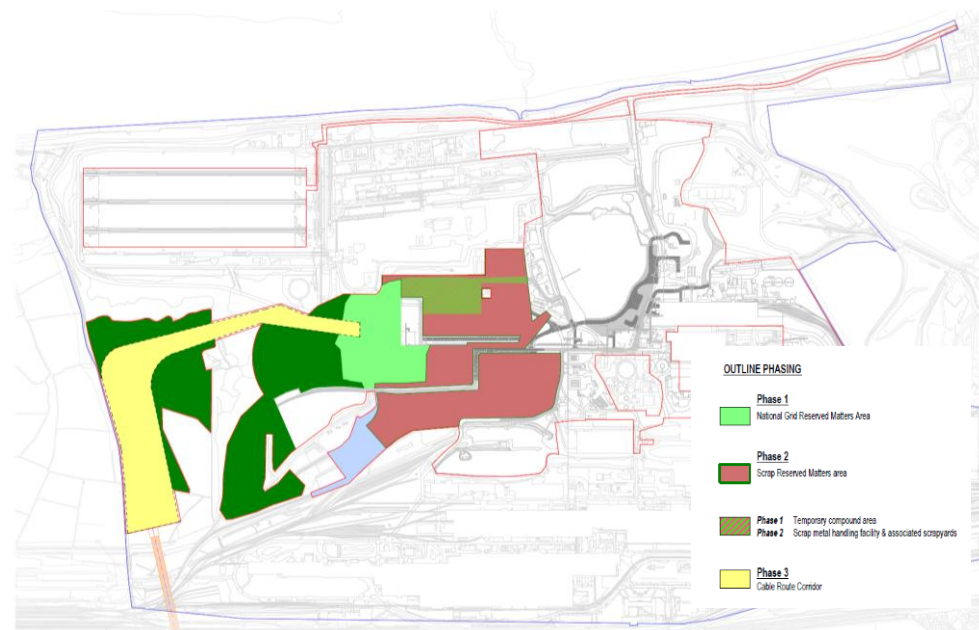


Figure 2.3: Submitted Outline Phasing Plan (900614-P07)

- 2.11 RM 2 Application relates to Phase 2 of the Outline Area, as indicated in Figure 2.3. The application site extends to approximately 202,858m² of industrial land and is divided into three distinct parcels as shown on Figure 2.4 which shows the application site boundary. The easternmost parcel extending towards the existing railway facilities to the south east.



Figure 2.4: RM 2 Application Site Location Plan (green line representing the site boundary)

- 2.12 Planning permission (ref. P2024/0693), known as the P-Fields application, was granted by Neath Port Talbot Council in December 2024 for:
- “Installation and retention of concrete hardstanding for industrial use associated with the continued operations of the Steelworks, together with landscaping, green infrastructure and drainage works”.*
- 2.13 The application comprised the construction of concrete hardstanding on a rectangular parcel of land located to the south of the Morfa Colliery Memorial, within the existing Port Talbot Steelworks site. This area is part of the area forming the subject of this RM 2 application.
- 2.14 The P-Fields development provided additional laydown and construction area to support the decommissioning of the steelworks. The area will form part of the operational scrap handling facility. This approach avoids any abortive work and makes the most efficient use of the concrete hardstanding and resources committed to this part of the site.

Delivery of the EAF Development

- 2.15 The hybrid planning permission was granted on 7 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 phases.
 - 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.
- 2.16 Tata Steel has continued to work closely with NPT since the grant of the hybrid planning permission in March 2025. It has discharged all pre-commencement conditions imposed on the full element of the EAF hybrid planning permission by the end of June 2025. The detailed information approved through the discharge of these conditions includes:
- **Condition 4** – Phasing Plan – Approved 21 May 2025 (ref: P2025/0334).
 - **Condition 6** – Contamination – Approved 26 June 2025 (ref: P2025/0395).
 - **Condition 7** – Remediation – Approved 26 June 2025 (ref: P2025/0395).
 - **Condition 9** – Demolition Method Statement – Approved (in part) 1 July 2025 (P2025/0396).
 - **Condition 10** – Construction Noise Vibration Management Plan – Approved 1 July 2025 (ref: P2025/0397).
 - **Condition 11** – Construction Environmental Management Plan – Approved 4 July 2025 (ref: P2025/0398).
 - **Condition 13** – Air Quality Management Plan – Approved 4 July 2025 (ref: P2025/0399).
 - **Condition 14** – Material Management Plan – Approved 24 June 2025 (ref: P2025/0400).
 - **Condition 15** – Peat – Approved 06 June 2025 (ref: P2025/0400).
 - **Condition 16** – Unexploded Ordnance – Approved 24 June 2025 (ref: P2025/0400).

- **Condition 17** – Archaeology – Approved 10 June 2025 (ref: P2025/0401).

- 2.17 All the planning 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.
- 2.18 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

Collaborative Approach

- 2.19 The collaboration between Tata Steel, NPT, NRW and WG has also included National Grid (NG) on the proposed electrical infrastructure which formed RM 1 Application, approved on 26 September 2025. A similar approach has been implemented to agree the detailed design for RM 2 Application, except for NG. This collaborative design process has been the subject of regular discussion through weekly project meetings. The outcomes of the discussions have influenced the detailed design and makeup of the subject application, where relevant.

RM 1 Application

- 2.20 The first RM Application within the Outline Area secured approval of the appearance, scale and layout of a National Grid electrical compound and associated preliminary works pursuant to outline planning permission P2024/0711. The detailed description of approved development is as follows:

“Application for the approval of reserved matters (appearance, scale, and layout) pursuant to planning permission P2024/0711 for the development of preliminary works and a new substation compound. Works to include earthworks, construction of working platforms, surface water management and drainage infrastructure, new electrical infrastructure (including ducting), new and improved internal access roads, 4 no. transformers, 1 no. generator, GIS building, amenity/welfare facility, water tank, storage/workshop buildings, boundary treatments, lighting, CCTV, noise mitigation measures, parking, creation of hardstanding and associated engineering operations.”

- 2.21 The approved preliminary works were necessary to facilitate the delivery of the National Grid electrical compound and included construction of enabling infrastructure, such as electrical ducting, road realignment and surfacing works, drainage infrastructure, earthworks and a temporary laydown area.

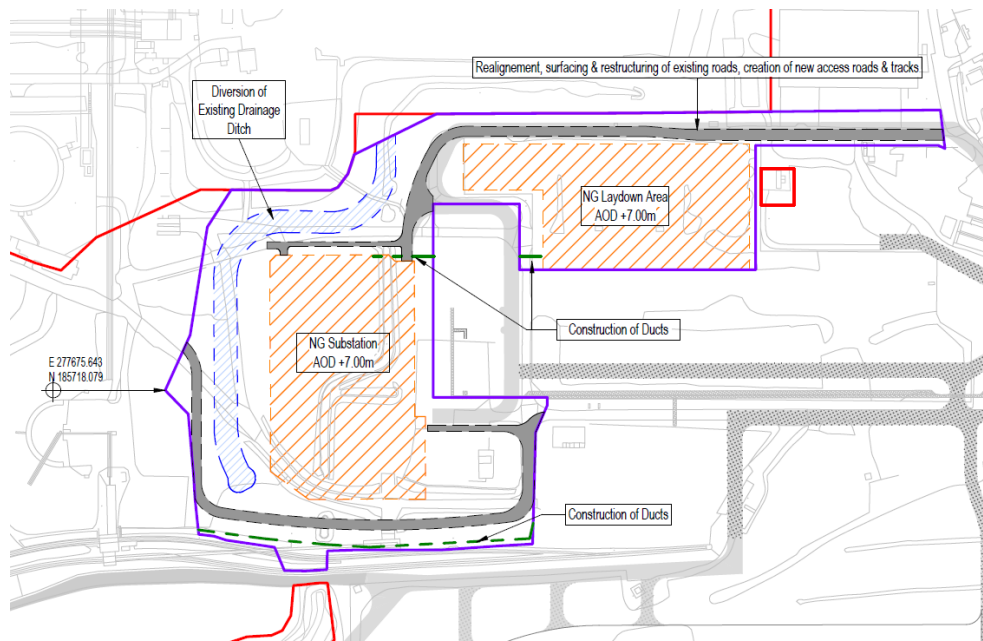


Figure 2.5: RM 1 Application Preliminary Works

2.22 Beyond these preliminary works, RM 1 Application also sought approval for the National Grid substation compound and its associated operational infrastructure. Key elements of the approved development included the substation, transformers, a welfare facility and workshop building, together with other ancillary infrastructure required to support the operation of the facility.

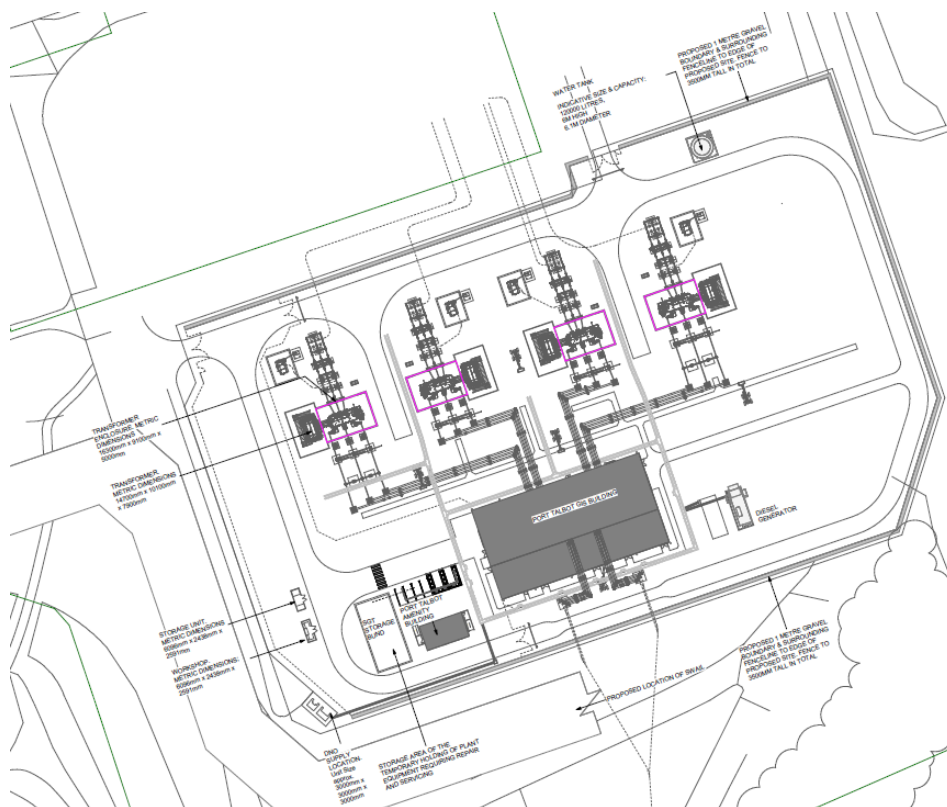


Figure 2.6: RM 1 Application Proposed Site Plan

Planning Conditions

2.23 In parallel with the submission of RM 1 Application , a total of 12 applications were submitted to discharge pre-commencement conditions related to the outline element of the EAF hybrid planning permission. The discharge of these conditions enabled the commencement of works across Phase 1 of the Outline Area.

2.24 Several of these conditions have been discharged in either full or in part. Details of each condition along with a summary of its status is provided below:

- **Condition 39** – Phasing Plan – Approved 1 September 2025 (ref: P2025/0515).
- **Condition 45** – Contamination – Approved 12 September 2025 (ref: P2025/0516).
- **Condition 46** – Remediation – Approved (in part) 12 September 2025 (ref: P2025/0516).
- **Condition 47** – Mine Gas – Approved 16 September 2025 (ref: P2025/0524).
- **Condition 48** – Demolition Method Statement – Approved 9 September 2025 (ref: P2025/0525).
- **Condition 49** – Construction Noise Vibration Management Plan – Approved 4 September 2025 (ref: P2025/0517).
- **Condition 50** – Construction Environmental Management Plan – Approved (in part) 23 September 2025 (ref: P2025/0518).
- **Condition 52** – Air Quality Management Plan – Approved 4 September 2025 (ref: P2025/0519).
- **Condition 53** – Material Management Plan – Approved 1 September 2025 (ref: P2025/0520).
- **Condition 54** – Peat – Approved 1 September 2025 (ref: P2025/0520).
- **Condition 55** – Unexploded Ordnance – Approved 1 September 2025 (ref: P2025/0520).
- **Condition 56** – Archaeology – Approved 17 September 2025 (ref: P2025/0521).
- **Condition 57** – Coal Mining – Approved (in part) 8 April 2026 (ref: P2026/0135); application P2026/0346 submitted to secure full discharge and currently pending determination.
- **Condition 62** – Piling Risk Assessment – Approved 17 September 2025 (ref: P2025/0522).
- **Condition 67** – Trees – Approved (in part) 8 September 2026 (ref: P2025/0523).

RM 2 Application

- 2.25 The detailed design of the RM 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 metal handling facility in substantial accordance with the principles and mitigation measures set out in the approved EIA.
- 2.26 To facilitate the commencement of works associated with Phase 2 of the Outline Area, RM 2 Application seeks to fully discharge Condition 67 (Trees) through the submission of an updated Arboricultural Impact Assessment (AIA) that assesses the RM 2 Application site. The RM 2 Application is also supported by an updated Phasing Plan to discharge Condition 39 (Phasing Plan), superseding the approved drawing (ref. 900614-P02) associated with application ref. P2025/0515.
- 2.27 Alongside the discharge of pre-commencement Conditions 39 and 67, an Operation and Noise Vibration Management Plan (ONVMP) has been prepared to support this Reserved Matters applications and facilitate the discharge of Conditions 19 and 58. This document provides a detailed analysis of the expected operation of the scrap metal handling facility and wider approved EAF development and sets out how noise and vibration will be managed to ensure compliance with relevant planning conditions.

RM2 Planning Application Documents

- 2.28 The documents and plans listed below are submitted as part of RM 2 Application:

Standalone Documents

Document Name and Reference	Conditions
Planning Application Forms and Certificates (ref. PP-14965307)	N/A
This Covering Letter – July 2026 – EAF RM2	N/A
Planning Compliance Statement – Rev 3 – EAF RM2	N/A
Environmental Statement (ES) Statement of Compliance (SoC) – July 2026 – EAF RM2. This includes the following documents:	
• Drainage Options Appraisal (Appendix 3.1 to the ES SoC)	

- Viewpoint Analysis (Appendix 4.1 to the ES SoC) - Noise and Vibration Impact Assessment (Appendix 5.2 to the ES SoC)	
Operational Noise and Vibration Management Plan (Appendix 5.2 to the ES SoC)	Conditions 19 and 58
Green Infrastructure Compliance Statement – July 2026 - EAF RM2	N/A
Design Compliance Statement – Rev B – EAF RM2	N/A
Lighting Feasibility Report – P02 – EAF RM2 – Part 1 of 4	N/A
Lighting Feasibility Report – P02 – EAF RM2 – Part 2 of 4	N/A
Lighting Feasibility Report – P02 – EAF RM2 – Part 3 of 4	N/A
Lighting Feasibility Report – P02 – EAF RM2 – Part 4 of 4	N/A
Flood Risk Compliance Statement – Rev A – EAF RM2	N/A
Outline Drainage Strategy – Rev A – EAF RM2	N/A
Outline Drainage Strategy – Appendix B – EAF RM2 - Part 1 of 5	N/A
Outline Drainage Strategy – Appendix B – EAF RM2 - Part 2 of 5	N/A
Outline Drainage Strategy – Appendix B – EAF RM2 - Part 3 of 5	N/A
Outline Drainage Strategy – Appendix B – EAF RM2 - Part 4 of 5	N/A
Outline Drainage Strategy – Appendix B – EAF RM2 - Part 5 of 5	N/A
Fire Compliance Strategy - Rev 2 – EAF RM2	N/A
Arboricultural Method Statement – July 2026 – EAF RM2	Condition 67
Approved Scheme of Mitigation Coal Mining Risk Assessment – Condition 18 – EAF RM2 ¹	N/A
Approved Scheme of Mitigation Coal Mining Risk Assessment – Condition 57 – EAF RM2 ²	N/A

Plan Pack

Plan Pack	Conditions
Site and Parameter Plans with Associated References	
Site Location Plan - 900006 – P05 – EAF RM2	N/A
Outline Phasing Plan – 900614 – P07 – EAF RM2	Condition 39
Proposed Site Plan – 900010A – P12 – EAF RM2	N/A
Scrap Layout Plan – 900005 – P07 – EAF RM2	N/A

¹ For information only.

² For information only.

Sections – 1 of 2 – 900700 – P03 – EAF RM2	N/A
Sections – 2 of 2900701 – P00 – EAF RM2	N/A
Area 25 Proposed GA – 060001 – P03 – EAF RM2	N/A
Area 25 Proposed GA Office – 060002 – P01 – EAF RM2	N/A
Area 25 Proposed GA Workshop – 060003 – P01 – EAF RM2	N/A
Area 25 Proposed GA Car Park – 060004 – P02 – EAF RM2	N/A
Area 25 Office Floor Plans – Office – 060102 – P01 – EAF RM2	N/A
Area 25 Workshop Floor Plans – 060103 – P01 – EAF RM2	N/A
Proposed Lighting Layout – 900051 – P02 – EAF RM2	N/A
Landscape Plan – 900710 – P00 – EAF RM2	N/A

Drainage

2.29 Tata and NG have continued to engage JBA as their specialist drainage consultant preparing the phased submissions for Sustainable Urban Drainage Systems Approval Body (SAB) at NPT on the delivery of the approved EAF development. Significant progress has been made on the detailed drainage design and approval process, including for RM Application 1 and 2. This progress is captured in the following:

- **SAB pre-application submission ref: SP2025/0017** – framework for phasing and detailed programme for submission of individual SAB applications included in the approved EAF development.
- **Ordinary Watercourse Consent ref: FD/25/0397 (temporary) and FD/25/0398 (permanent)** – applications for the approved drainage ditch diversion to facilitate the electrical infrastructure in RM 1 Application .
- **SAB application submission ref: S2025/0032** – application to facilitate construction of the electrical substation to provide additional capacity to support the Electric Arc Furnace. The application is associated with the details of RM 1 Application .
- **SAB application submission ref: S2025/0035** – application for the fume extraction plan, consteel and power distribution building and associated highways, to support the Electric Arc Furnace.
- **SAB application submission ref: S2025/0043** – application for pumphouses and associated highways to support the Electric Arc Furnace.
- **SAB application submission ref: S2025/0001** – application for the development of power centres and associated access roads to further support the Electric Arc Furnace and electrical substation.

- **SAB applications for RM 2 Application area** – applications are being prepared with a target submission date of Winter 2027.

2.30 RM 2 Application includes a Drainage Strategy and separate Flood Consequence Assessment Compliance Statement prepared by JBA. Whilst the SAB approval is a separate determination process with its own legislation, the documents capture the consistency in approach to drainage on the application site, within the context of the approved EAF hybrid planning permission. The proposed drainage strategy for RM 2 Application is consistent with SAB5.

Summary

- 2.31 The approved EAF development is a nationally significant investment and major scale development that will secure the future of low carbon steel making at Port Talbot Steelworks. The social, economic and environmental benefits of the approved EAF development are established by the EAF hybrid planning permission granted in March 2025.
- 2.32 Significant and positive progress has been made on the phased delivery of the approved EAF development. A lawful start on site was made in July 2025 on the full element of the EAF hybrid planning permission. This significant milestone was achieved in a timely manner through effective collaboration with NPT, NRW and WG.
- 2.33 The Applicant has worked closely with stakeholders at NPT, NRW and WG throughout the development of RM 1 Application and has continued this collaborative approach since its approval to bring forward the detailed design of the scrap metal handling facility and associated scrap yards, which forms the subject of RM 2 Application. This design has been developed in accordance with the parameters, conditions and requirements established in the EAF hybrid planning permission.
- 2.34 Tata Steel has also submitted a number of discharge of condition applications for the EAF outline element since the submission of RM 1 Application. Its approach is entirely consistent with the already approved method statements and management plan for the EAF full area.
- 2.35 RM 2 Application will seek to discharge Conditions 19, 58, 39 and 67 as part of the application process.
- 2.36 The separate SAB submission and approval process is ongoing and all detailed design proposals in RM 2 Application are entirely consistent with the drainage and ordinary watercourse consent applications submitted to NPT as the Drainage Authority.

3. RM 2 Application: The Proposed Development

- 3.1 The Applicants seek the approval of reserved matters for the development of a scrap metal handling facility and associated scrap yards. The detailed description of proposed development 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 metal 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.”

- 3.2 A detailed breakdown of the proposed works forming the subject of the RM 2 Application is shown below:

- Single track railway 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.
- Drainage basin.

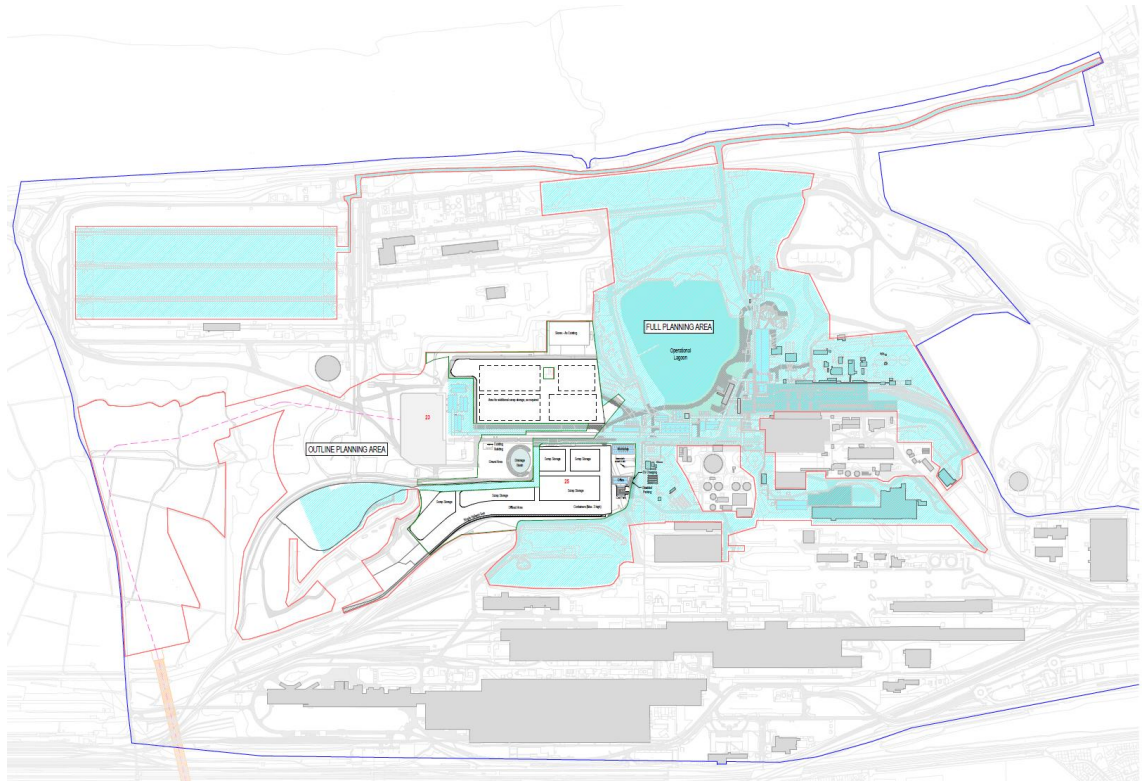


Figure 3.1: Proposed Site Plan (900010-P12)

- 3.3 The proposal includes the development of Unit Area 25 in the outline area of hybrid planning permission, as identified on the supporting Proposed Site Plan (ref. 900010-P12):

Area of Unit 25

- Amenity building comprising office, meeting room and welfare facilities
- Creation of designated car parking area (up to 37 standard spaces, 2 disabled and 4 EV charging spaces)
- Workshop and Storage buildings including scrap storage
- Installation of localised acoustic mitigation barriers
- Security/protective fencing
- 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

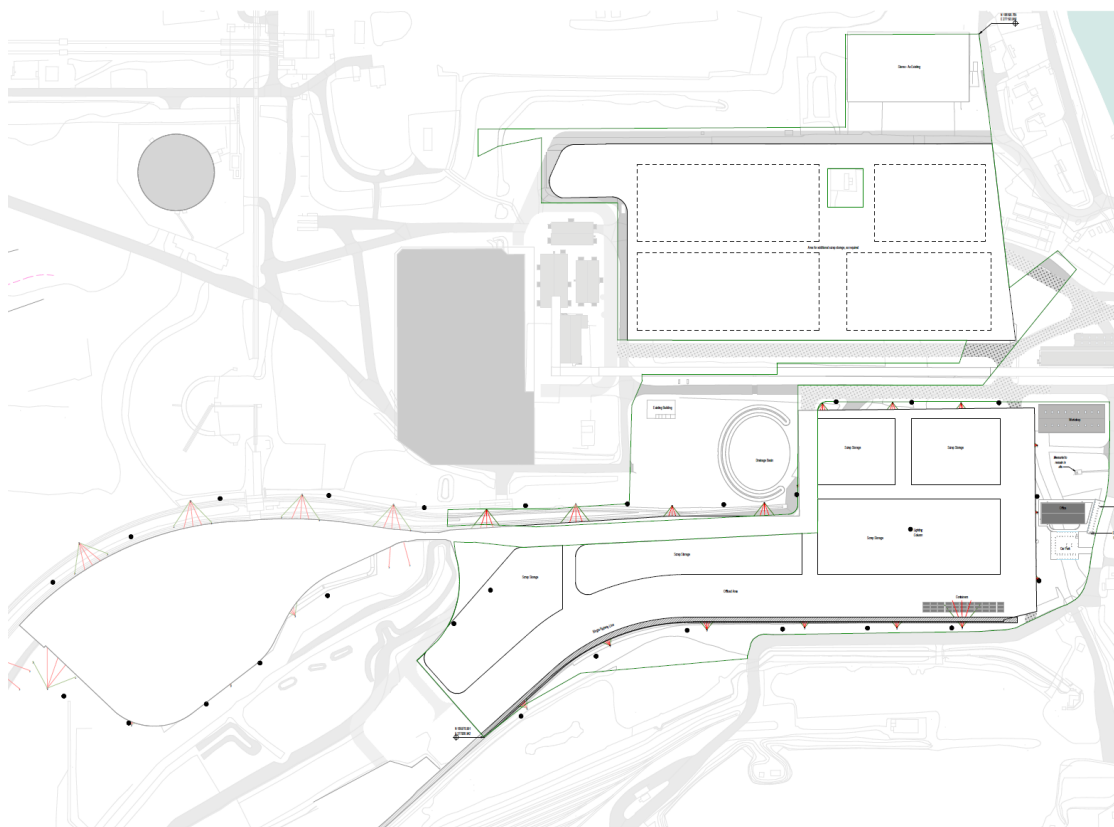


Figure 3.2: Proposed Scrap Layout Plan (ref. 900005-P07)

- 3.4 The worst-case parameter for the scrap facility in the approved outline element of the hybrid planning permission as a full scrap processing facility. That is, unprocessed scrap would arrive at the EAF. The scrap would be processed on site before being used in the EAF. This is identified in the approved parameters in the hybrid planning permission as a Phase 2 scrap facility. It is important to note that Tata is not pursuing such a facility at this stage.
- 3.5 The proposed scrap handling facility is consistent with the Phase 1 scrap operation identified and approved in the outline element of the hybrid planning permission. That is, processed scrap metal will arrive on site ready for use in the EAF. On this basis, the RM 2 Proposed Development omits the shredding, shear, non-ferrous processing and associated facilities required for a Phase 2 of the scrap facility.
- 3.6 The processing (or Phase 2 scrap facility) areas identified in the approved outline parameters in the hybrid planning permission will be laid to gravel using steel slag. They will be used for additional scrap handling capacity, if required. Part of the area will be used for an at grade drainage basin. Fencing is proposed where the bund cannot be provided, including in the vicinity of the lighting column. Controlled access steps are to be provided for maintenance purposes only.

4. Compliance with the Hybrid Planning Permission

Introduction

- 4.1 This Reserved Matters 2 Application provides full detail on the appearance, scale, and layout of the scrap metal handling facility and associated scrap yards.
- 4.2 Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 defines the matters which an applicant can choose not to submit within an outline planning applications and are reserved for future determination. They are detailed as follow:
- **‘Appearance’** – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture.
 - **‘Layout’** – the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development
 - **‘Scale’** – the height, width and length of each building proposed within the development in relation to its surroundings.
- 4.3 The outline element of the hybrid planning permission was granted with all matters reserved except for access and landscaping (the details of which were approved in full). This RM 2 Application seeks approval for details on appearance, layout, and scale only.
- 4.4 The approved parameter and detailed plans for the outline element of the EAF hybrid planning permission are:
- Plans:
 - Build Zones and Max Heights - 900200 - P05 – EAF
 - Proposed Site Levels - 900004 - P00 – EAF
 - Landscape Proposals - 1000 to 1015 - Rev06 – EAF
 - Landscape Proposals - Site Sections - 1 of 2 - 7000 - Rev06 – EAF
 - Landscape Proposals - Site Sections - 2 of 2 - 7001 - Rev06 – EAF
 - Indicative Lighting Layout - Outline - 900051 - P00 – EAF

- Documents:
 - Flood Consequences Assessment (FCA) – Rev E – Dated October 2024 – JBA Consulting
 - Outline Drainage Strategy – Rev D – Dated November 2024 – JBA Consulting
 - Arboriculture Impact Assessment – Rev 3 – Dated October 2024 - RSK
 - Coal Mining Risk Assessment – v.2.0 – Dated September 2024 – Wardell Armstrong
 - Waste Management Plan – Dated October 2024 - Turley
 - Concept Design Fire Strategy – Rev 03 – Dated August 2024 – Part B
 - Environmental Impact Assessment by RSK.

4.5 The RM 2 Application must be assessed as being broadly compliance with the outline parameters in the EAF hybrid planning permission, the relevant planning conditions (set out in the proceeding sections) and the approved EIA.

4.6 RM 2 Application must also consider any material changes in circumstances since the approved of the EAF hybrid planning permission. The only relevant change is the publication of the revised TAN15 Technical Advice note by WG in March 2025. Tata Steel successfully challenged the flood map informing TAN15 prior to its publication. This successful challenge concluded that the entire of the Port Talbot Steelworks site is located in Flood Zone 1 (lowest risk). This is the case in the published TAN15 and there has been no material change in the relevant flood risk considerations at the site in the new guidance.

4.7 The remainder of this section assesses the broad compliance of RM 2 Application with the outline parameters, conditions and EIA.

Reserved Matters

4.8 The RM 2 Application is consistent with the approved design parameters in the outline element of the hybrid planning permission, as set out below.

Layout

4.9 The RM 2 proposed development is located within the parameters for built development established by 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 2 Application 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-P07) no built development is proposed within these areas. The proposed layout of the

scrap metal handling facility is therefore compliant with the parameters approved as part of the outline element of the hybrid planning permission.

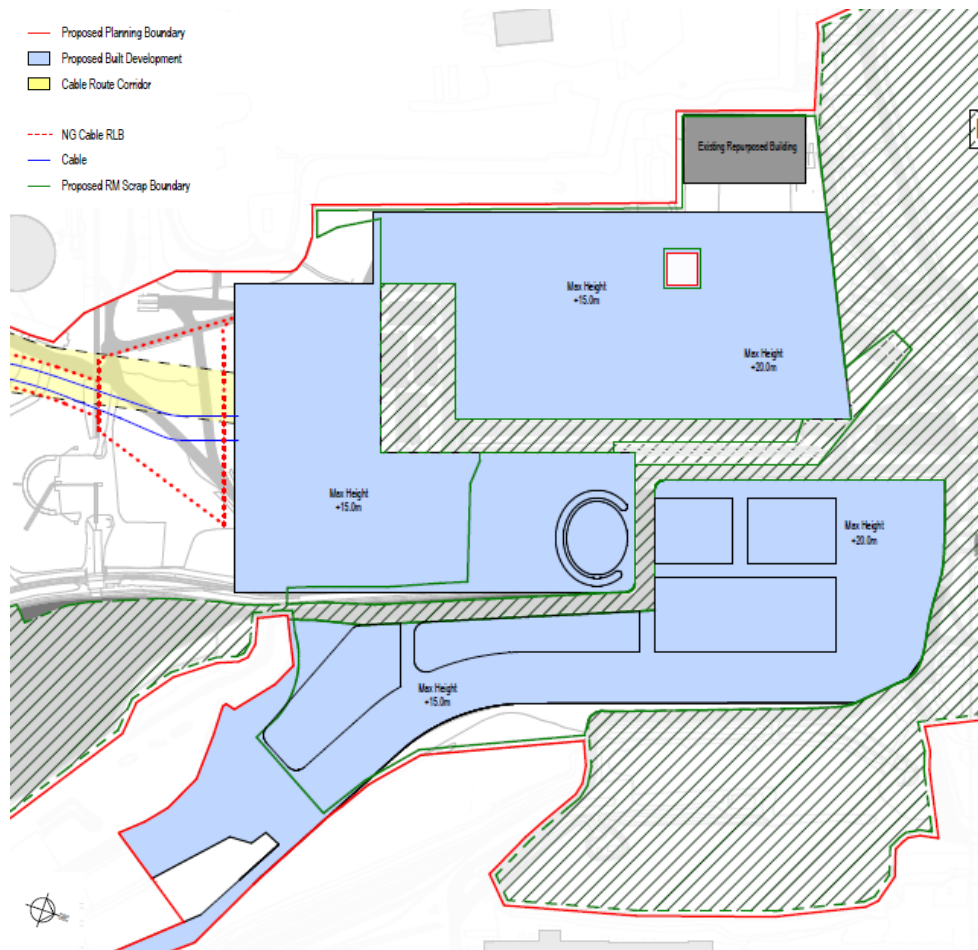


Figure 4.1: Overlay of RM 2 Boundary (green line) with approved Build Zones and Max Height Plan

- 4.10 The submitted Outline Phasing Plan identifies an area (hatched in red and green) previously approved under RM 1 Application for use as a temporary compound laydown area associated with the construction of the National Grid electrical substation. When 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 metal handling facility proposed under RM 2 Application. This approach has been discussed with NPT as part of the pre-submission process.
- 4.11 The layout includes an at grade drainage basin. The approved strategy states that all surface water will be managed by an underground piped system and pumped to the nautilus (on site water treatment area) area of the existing Tata Steel drainage system for the steelworks. Water quality is to be managed via treatment within the area through an interceptor. The approved interceptor provided sufficient attenuation for the scrap handling facility to control the flow of surface water discharge at the required rate.

- 4.12 The principles of this approach remain as per the approved drainage strategy. The difference between the approved strategy and the detailed design proposal forming the subject of RM 2 Application is that the attenuation is proposed in the form of an open basin. This is broadly compliant with the approved outline element of the hybrid planning permission.

Appearance

- 4.13 The RM 2 Application site is divided into three distinct parcels. Two parcels comprise predominately gravel-surfaced areas. One parcel accommodates the drainage infrastructure, while the other provides an area for additional scrap storage, if required.
- 4.14 Figure 4.2 illustrates the proposed operational layout of the scrap metal 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.

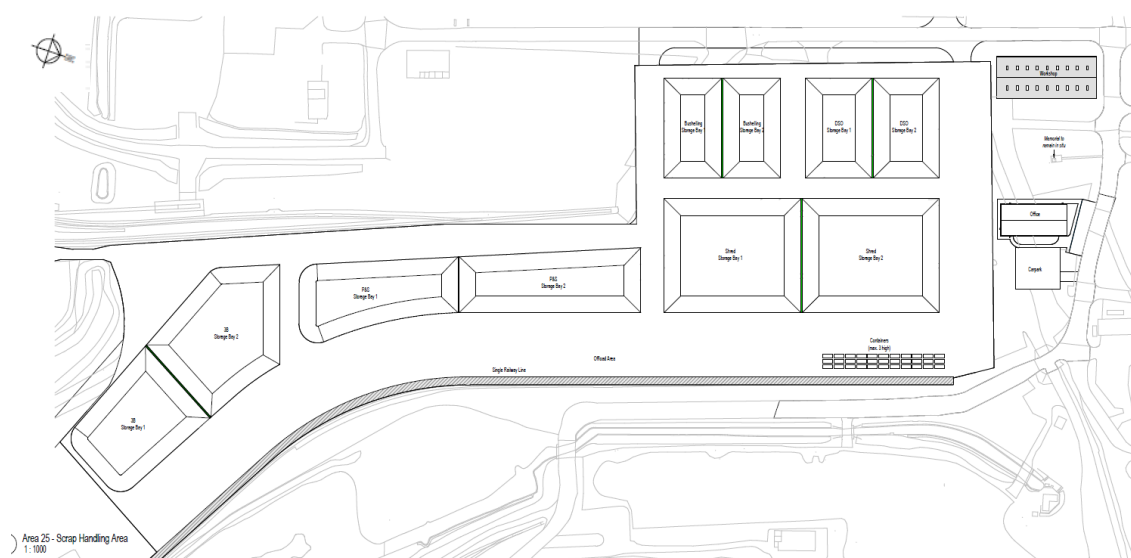


Figure 4.2: Proposed Scrap Handling Area indicating number of scrap storage bays (ref. 060001 – P03)

Scale

- 4.15 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.
- 4.16 The westernmost parcel comprises a large concrete-surfaced operational area. No above ground building development is proposed within this parcel, which is located within an area subject to approved building heights of between 15m and 20 m, as defined by the Build Zones and Max Heights Plan. The area may be used for

additional scrap storage (if required), with stockpiles not exceeding 7m in height. As no structures are proposed and any stockpiles would remain below the approved maximum building heights, the development complies with the parameters approved under the EAF hybrid planning permission.

- 4.17 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.
- 4.18 The proposed office building and welfare facility located within the northern part of the RM 2 Application 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 4.1 which shows the office and welfare facility within the 20m max height build zone.

Planning Conditions

- 4.19 It is established above that NPT has approved the method statements and management plans required by the approved EIA and controlled by planning conditions on the EAF hybrid planning permission. The planning conditions have been discharged in relation to the full area of the EAF hybrid planning permission. Tata Steel and its consultant team confirms that this information is identical for the outline area of the EAF. The approach is consistent across the entire EAF development site and acceptable. The approved discharge of condition application confirms this is the case.
- 4.20 This RM 2 Application will seek to discharge noise-related Conditions 19 and 58 of the EAF planning permission through the submission of an ONVMP as prepared by RSK. The ONVMP is intended to satisfy the requirement of both conditions in full. It is anticipated that an appropriately worded condition will secure compliance with the approved ONVMP as imposed by NPT.
- 4.21 This RM 2 Application also seeks to discharge Condition 67 (Trees) through the submission an updated Arboricultural Impact Assessment. In addition, an updated Outline Phasing Plan has also been submitted to discharge Condition 39 (Phasing Plan). This plan will supersede the version approved under application P2025/0515.
- 4.22 The revised Outline Phasing Plan (ref. 900014-P07) provides additional detail on the extent of the EAF Outline Area and the proposed phasing of development. It also identifies the approved landscaping areas secured through the full planning permission element of the hybrid consent.

EIA Compliance Statement

- 4.23 An Environmental Statement (ES) Statement of Compliance (SoC) has been prepared by RSK and is submitted as part of RM 2 Application.

- 4.24 The ES SoC demonstrates that the RM 2 Application Proposed Development has been designed in accordance with the parameters and assessment assumptions established by the approved ES. With the exception of landscape and visual and noise effects associated with the revised acoustics mitigation proposed, the conclusions of the environmental assessments remain unchanged from those reported in the approved ES.
- 4.25 Condition 68 of the hybrid planning permission requires the development to accord with the principles and mitigation measures set out in the approved ES. A full assessment of the proposed scrap metal handling facility has been undertaken to demonstrate compliance with the approved ES parameter. This assessment considered the operational requirements of the facility and wider EAF development, to ensure its safe and practical operation. It identified an alternative noise mitigation strategy, replacing the previously approved 15m height acoustic barrier, which enables the facility to operate effectively whilst maintaining compliance with the approved ES and the noise limits secured by Conditions 69 and 70.
- 4.26 The updated landscape, visual and noise assessments conclude that the revised mitigation measures would result in any new or materially different significant environmental effects when compared with those identified in the approved ES. The ES SoC confirms that the findings of the approved EIA remain applicable and valid. The detailed landscaping proposals are also consistent with the approved ES principles and will be delivered in accordance with the approved Landscape and Ecological Management Plan (LEMP) as required by Condition 68 of the hybrid planning permission.

Noise

- 4.27 A Noise and Vibration Impact Assessment, prepared by RSK, accompanies this RM 2 Application and appends the ES SoC. The assessment is predicated on accurate survey-based measurements of the noise environment at the steelworks site since the closure of the heavy end. This updated and survey-based baseline underpins the updated modelling of the RM 2 Application Proposed Development and its likely noise impacts.
- 4.28 The assessment builds upon the (proxy based) baseline noise environment established in Chapter 2 of the approved ES and considers the potential effects arising from vehicles movements, scrap metal handling activities, and the operation of the scrap yards associated with RM 2 Application and the wider EAF development. It identifies the noise mitigation measures required to ensure compliance with noise limits secured by Condition 69 and 70.
- 4.29 The previously approved 15m-high acoustic barrier has been omitted and replaced with an alternative noise mitigation strategy assessed on a worst-case operational scenario. The proposed noise mitigation measures comprise:
- Maintaining scrap stockpiles at a minimum height of 5m to provide acoustic screening.

- Positioning empty 20-foot containers at scrap unloading positions to provide additional acoustic screening, with flexibility for the containers to be repositioned as operational requirements dictate.
- 4.30 An Operational Noise and Vibration Management Plan (ONVMP), also prepared by RSK, accompanies the application and sets out the operation noise controls and monitoring measures required to implement the noise mitigation strategy. The ONVMP discharges noise related Conditions 19 and 58 attached to the hybrid planning permission.
- 4.31 The supporting noise documentation concludes that the scrap metal handling facility can operate in compliance with the within the noise related planning conditions (68, 69 and 70), subject to the implementation of the noise mitigation strategy as detailed within the ONVMP. The proposed development complies with the requirements of the hybrid planning permission. The implementation of these mitigation measures can be secured through an appropriately worded planning condition imposed by NPT as part of the decision notice. Tata Steel confirms it would welcome a suitably worded compliance planning condition to this effect.
- 4.32 On this basis, the scrap handling facility is acceptable from a noise and vibration perspective.

Compliance on Non EIA Technical Matters

- 4.33 The paragraphs below capture the broad compliance of the detailed design with the EAF hybrid planning permission on each of the key technical considerations identified throughout the planning process.

Flood Risk and Drainage

- 4.34 A Flood Risk Compliance Statement Assessment has been prepared by JBA Consulting and is included with this RM application.
- 4.35 The Assessment concludes that the proposed detailed development in the RM 2 Application 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).
- 4.36 Tata has undertaken further design development to confirm the detailed design of the surface water system in the scrap handling facility area of the EAF development forming the subject of the RM 2 Application. The results of this analysis are captured in the Drainage Strategy also prepared by JBA Consulting supports this RM Application and is informed by a Drainage Options Appraisal. The Appraisal is included as an appendix of the ES SoC.
- 4.37 The Drainage Strategy submitted in support of the RM application details the outcome of this assessment. It demonstrates that:
- The scrap handling area remains a high pollution hazard area.

- All surface water must be discharged from the area via a piped connection to the nautilus, as per the approved drainage strategy.
 - The capacity of the piped connection is dictated by the policy requirement to assess set rainfall events and the capacity of the established drainage system for the steelworks.
- 4.38 Surface water runoff from the scrap handling facility is not considered suitable for discharge to onsite watercourses. The proposed drainage strategy is consistent with that approved at the outline stage in that it comprises primary treatment via an upstream interceptor, attenuation (now within an open basin), and secondary treatment at the existing Tata Steel treatment facility (the Nautilus) prior to discharge via the established long sea outfall infrastructure. This remains as per the approved drainage strategy but in an above ground form and at a capacity that meets the detailed design requirements.
- 4.39 The detailed design process has identified the need for additional attenuation has been identified as necessary to manage runoff generated during the 1 in 30 year and 1 in 100 year plus climate change rainfall events. Groundwater conditions, hydraulic requirements, buildability considerations and operational constraints dictate that a predominantly concrete attenuation basin has been selected as the preferred solution. The basin depth is the minimum possible to allow gravity fed drainage as opposed to a pumped solution. The suitability of this approach has been assessed through the accompanying options appraisal report. This report demonstrates that it represents the most appropriate and practicable attenuation solution for the site.
- 4.40 This drainage strategy has been developed in accordance with the Statutory Standards for Sustainable Drainage Systems in Wales. It demonstrates how surface water runoff can be managed whilst considering water quality, hydraulic control, amenity, biodiversity, health and safety, and long-term maintenance requirements. Whilst the primary purpose of the drainage system is the management and treatment of surface water runoff, opportunities have been incorporated to provide biodiversity enhancements (see Green Infrastructure below).
- 4.41 Amenity benefits are necessarily limited due to the industrial nature of the development. However, the proposed drainage strategy integrates with the operational requirements of the site, provides a sustainable approach to managing surface water runoff, and contributes towards climate resilience through the management of runoff from the site, including future climate change allowances.
- 4.42 The proposed development site will remain within the ownership of Tata Steel UK Ltd and will operate as part of a private drainage network. Consequently, the drainage system will not be offered for adoption. Long-term inspection, operation and maintenance of the drainage infrastructure will be undertaken by Tata Steel UK Ltd to ensure that the system continues to operate effectively throughout its design life.
- 4.43 In summary, the proposed drainage strategy complies with the requirements of the Statutory Standards for Sustainable Drainage Systems in Wales. It is broadly compliant with the outline drainage strategy approved for this part of the EAF development. The

strategy ensures an appropriate and policy compliant surface water management solution for the proposed development.

Arboriculture

- 4.44 RM 2 Application does not propose any new or additional tree loss when assessed against the approved Arboricultural Impact Assessment. The arboricultural effects remain as those previously considered and approved as part of the outline element of the hybrid application.
- 4.45 To discharge pre-commencement Condition 67 (Trees) in full, this application is supported by an updated Arboricultural Impact Assessment which assesses the site area of RM 2 Application.

Green Infrastructure

- 4.46 All the relevant green and blue infrastructure improvements approved in the EAF hybrid planning permission in the RM 2 Application site area are included in the detailed design of the proposed development. This includes those related to the drainage ditch diversion and roadways. Habitat creation will be carried out strictly in accordance with the approved Landscape and Environmental Management Plan (LEMP) and the Biodiversity Net Benefit reports. The proposed habitat creation compensates for any losses and is expected to have a direct, long-term net beneficial effect.
- 4.47 The conclusions set out in the Green Infrastructure Statement and reported in the EAF Environmental Statement (ES) remain applicable. The detailed design proposal is acceptable on this basis. The proposed above ground basin is an enhancement in green infrastructure delivered by the RM 2 Proposed Development.
- 4.48 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.
- 4.49 The proposed scrap storage and attenuation basin in area 27 will result in steel spoil based permeable surfacing. This will provide similar conditions to that of the rain garden proposals in that the gravel provides opportunities to support windblown seed that will naturally colonise, contributing to brownfield habitat characteristics similar to those already present across the wider Tata site. This will be subject to regular disturbance through the usual working of the site which will ensure that the habitat does not succeed into dense scrub.
- 4.50 The bund and basin margins will utilise site-won material containing the existing seedbank, encouraging vegetation establishment that reflects the wider site character. This will help create a 'habitat stepping stone' through the site for mobile species and improve habitat linkage and wider ecological connectivity
- 4.51 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.

- 4.52 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 (Area 27) and the introduction of spoil-based permeable areas further supports surface water management and brownfield habitat creation.
- 4.53 The proposed strategy provides an appropriate and proportionate green infrastructure response for the Reserved Matters Application.

Coal Mining Risk Assessment

- 4.54 It is established above that the detailed development proposal forming the RM 2 Application is broadly compliant with the outline parameters approved in the EAF hybrid planning permission.
- 4.55 Condition 18 (full) and 57 (outline) on the EAF hybrid planning permission require further investigation and where necessary, mitigation of coal risk on the site. Tata has been working closely with the Mining Remediation Authority (MRA) to establish an appropriate methodology for assessing coal mining risk, including the identification of any necessary site investigation, remediation and mitigation measures.
- 4.56 In February 2026, the Applicant applied to discharge outline Condition 57 (ref: P2026/0135), supported by a Scheme of Mitigation prepared by Wardell Armstrong (now SLR). The scheme identified three principal elements of mitigation: ground investigation works, the preparation of a Coal Mining Risk Assessment and the further investigation and remediation of coal mining hazards. Condition 57 was discharged on 8 April 2026. The approved Scheme has enabled the commencement of works associated with RM 1 Application , including the proposed above ground superstructure elements of the Proposed Development.
- 4.57 An application to discharge Condition 18 (full) was submitted on 29 June 2026 and granted approved by NPT under reference P2026/0427 on 1 July 2026.
- 4.58 The detailed design and operation of the RM 2 Application Proposed Development are not dependent upon the outcome of this work. Accordingly, the determination of RM 2 Application is not prejudiced by the pending discharge of Condition 18.

Transport/Access

- 4.59 This RM 2 Application does not propose any additional transport details beyond those submitted with the hybrid planning application. No further transport input is required. The planning conclusions of the outline application remain applicable.

Fire Strategy

- 4.60 A Fire Strategy has been prepared by Part B and is included with this RM 2 Application.
- 4.61 The submitted fire compliance statement elaborates on the detail as submitted as part of the hybrid permission. It demonstrates that the scheme complies with the

parameters set out in the site wide fire strategy submitted with the hybrid application. The level of detailed specialist fire input has informed the RM 2 Application Proposed Development to ensure compliance in so far as is required at this stage in the planning process. The input will inform the detailed Building Regulations and Environmental Permit stages of the project, as required.

Lighting Strategy

- 4.62 A Lighting Strategy as prepared by WSP is submitted with RM 2 Application.
- 4.63 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 Strategy, which demonstrates that the visibility and effects on identified receptors are consistent with those assessed within the approved Environmental Statement.
- 4.64 The design will deliver the minimum operational lighting levels required to support the safe operation of the scrap handling facility. It will do so without the maximum light impacts provided for in the hybrid planning permission for the EAF development. The RM 2 Application proposal is acceptable on this basis.

Summary

- 4.65 The foregoing analysis demonstrates that the detailed design of the RM 2 Application Proposed Development is entirely consistent with the approved parameters and requirements of the EAF hybrid planning permission.

5. Conclusion

- 5.1 This Planning Compliance Statement confirms that the application for the approval of RM 2 Application 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.
- 5.2 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.
- 5.3 This Statement confirms that this RM 2 Application can be positively determined by NPT, without delay.

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