



23-25 TALBOT ROAD, PORT TALBOT SA13
1HU

Air Quality Assessment

On Behalf of C Mark Properties Ltd
July 2026

Document Control Sheet

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Quality Management

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1 Introduction

1.1 Greenavon Ltd was commissioned by C Mark Properties Ltd to undertake an Air Quality Assessment (AQA) to support a planning application for the proposed redevelopment of 23-25 Talbot Road, Port Talbot SA13 1HU (the Site). A Site Location Plan is provided in Figure 1.1 below.

1.2 The proposed development is for the:

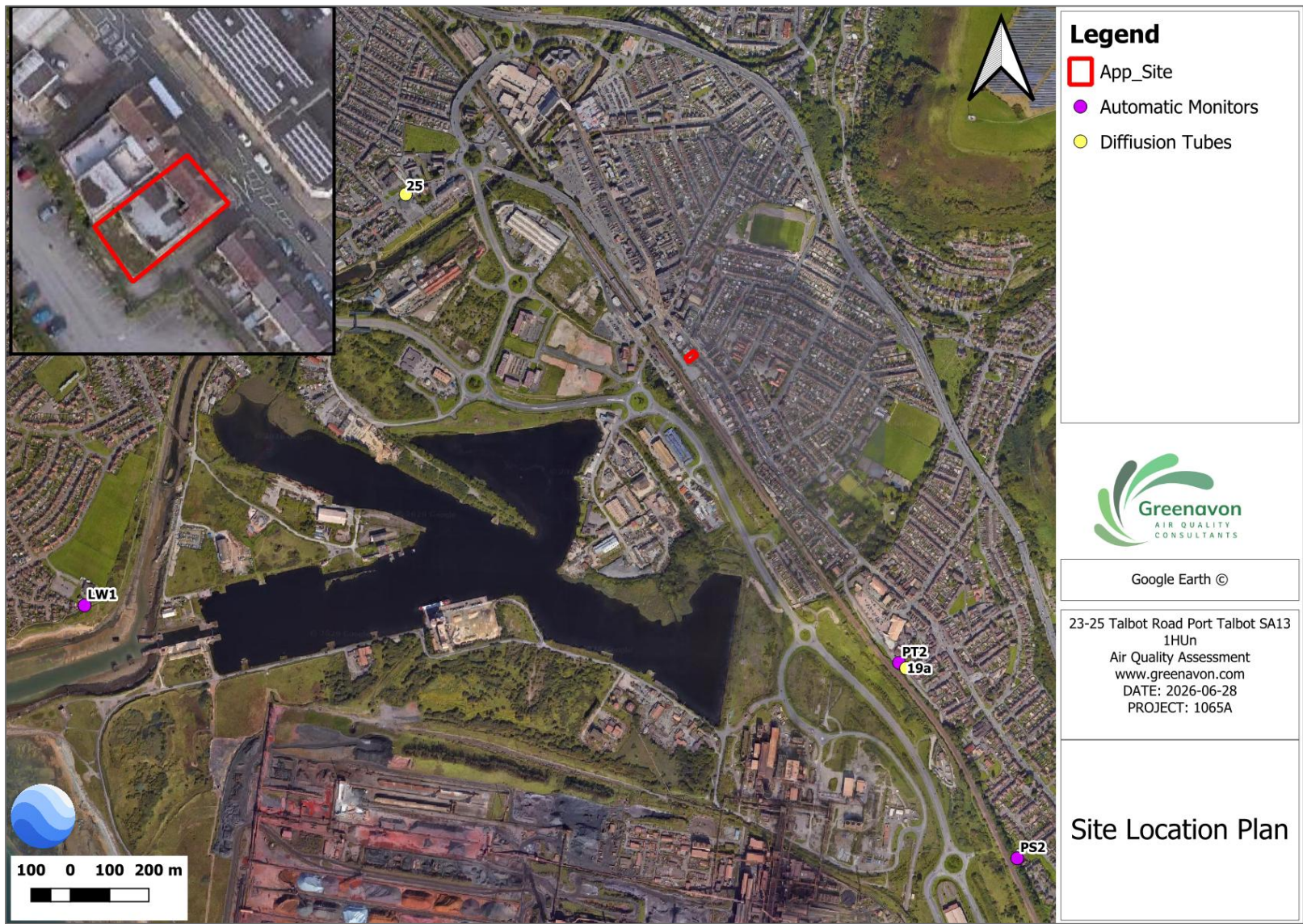
“Change of use of former office and social club into a mixed use development comprising 3 No. offices at ground floor and 8 No. flats at first and second floors, with a second floor flat roof extension, creation of external roof terrace, installation of solar panels, rear parking area, new shop front, replacement window and doors and removal of windows with associated works.”

1.3 The Site is situated within Neath Port Talbot County Borough Council’s (NPTCBC) Taibach Margam Air Quality Management Area (AQMA)—an area of historic non-compliance with the 24-hour mean Air Quality Standard (AQS) for fine particulate matter (PM₁₀), caused by emissions from the TATA steelworks. Therefore, an Air Quality Assessment is required to ensure that any risks to future occupiers can be mitigated, and to ensure the proposal will not significantly impact the AQMA.

1.4 The construction phase of the proposed development is largely limited to the internal refurbishment of the existing space, and whilst a minor second-floor flat roof extension is proposed, this is not judged to be sufficiently large to warrant a full construction dust risk assessment.

1.5 This report therefore assesses the proposed development’s potential impact on, and sensitivity to, local air quality during the operational phase, recommending mitigation where necessary. It has been prepared with reference to best practice guidance from Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM), evaluating compliance with relevant local and national policies and regulations.

Figure 1.1: Site Location Plan



2 Policy Context

Air Quality Standards Regulations

- 2.1 The Air Quality Standards (Wales) Regulations 2010 (as amended)¹ transpose the requirements of the European Ambient Air Quality Directives into Welsh law and establish legally binding limit values and target values in ambient air. The Regulations apply to pollutants including particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), ozone (O₃), carbon monoxide (CO) and lead (Pb).
- 2.2 The AQSs of relevance to this assessment are summarised in Table 2.1 below.

Table 2.1: Air Quality Standards for Wales

Pollutant	Averaging Period	Objective (µg/m ³)
Nitrogen dioxide (NO ₂)	1-hour mean not to be exceeded more than 18 times per year.	200
	Annual mean	40
Particulate Matter (PM ₁₀)	24-Hour Mean not to be exceeded more than 35 times per year	50
	Annual mean	40
Particulate Matter (PM _{2.5})	Annual mean	25

- 2.3 Welsh air quality policy has been strengthened by the Environment (Air Quality and Soundscapes) (Wales) Act 2024², which establishes a framework for the setting of air quality targets in Wales and introduces reforms to Local Air Quality Management. The Act supports the objectives of the Clean Air Plan for Wales: Healthy Air, Healthy Wales³ and demonstrates the Welsh Government's commitment to achieving improvements in air quality beyond existing statutory limit values.

¹ Air Quality Standards (Wales) Regulations 2010 (as amended), W.S.I. 2010/1433 (W 126)

² Welsh Government (2024a) *Environment (Air Quality and Soundscapes) (Wales) Act 2024 – Explanatory Notes*. Cardiff: Welsh Government.

³ Welsh Government (2020) *Clean Air Plan for Wales: Healthy Air, Healthy Wales*. Cardiff: Welsh Government.

2.4 The Air Quality Targets (Fine Particulate Matter) (Wales) Regulations 2026⁴ are scheduled for adoption in 2026–2027. These Regulations introduce two statutory PM_{2.5} targets for Wales, which apply at monitoring locations and are intended to drive long-term reductions in population-level exposure:

- *Population Exposure Reduction Target:* at least a 25% reduction in population exposure to PM_{2.5} by 31 December 2035.
- *Annual Mean Concentration Target:* by 31 December 2035, the annual mean PM_{2.5} concentration at all relevant monitoring stations must be ≤10 µg/m³

2.5 Comparable PM_{2.5} targets have been set in England. Defra guidance⁵ relating to these targets state that they are not intended to operate in the planning system in the same way as statutory limit values. Instead, Defra advises that assessments should emphasise on ensuring that, wherever reasonably practicable, mitigation is incorporated into design to minimise both emissions of, and exposure to, PM_{2.5}. It is assumed a similar approach will be adopted for developments in Wales.

Planning Policy Wales

2.6 Planning Policy Wales (PPW)⁶ last updated in February 2024, sets out the Welsh government's planning policies for Wales and how these are expected to be applied. The PPW includes a comprehensive section on air quality, including a paragraph relating to the national AQS and objectives, which states:

“National air quality objectives are not ‘safe’ levels of air pollution. Rather they represent a pragmatic threshold above which government considers the health risks associated with air pollution are unacceptable. Air just barely compliant with these objectives is not ‘clean’ and still carries long-term population health risks. Nitrogen dioxide and particulate matter, which are the pollutants of primary national concern from a public health perspective, currently have no safe threshold defined and therefore the lower the concentration of those pollutants the lower the risks of adverse health effects. It is desirable to keep levels of pollution as low as possible.”

⁴ Welsh Government (2026) *The Air Quality Targets (Fine Particulate Matter) (Wales) Regulations 2026*. Draft Regulations laid before Senedd Cymru.

⁵ Department for Environment, Food & Rural Affairs (2025). *PM_{2.5} Targets and Planning*. Available at: <https://uk-air.defra.gov.uk/pm25targets/planning> [Accessed 2 May 2025].

⁶ Welsh Government (2024) *Planning Policy Wales*

- 2.7 Paragraph 6.7.14 summarises PPW's position on air quality and soundscapes, stating:
- “Proposed development should be designed wherever possible to prevent adverse effects to amenity, health and the environment but as a minimum to limit or constrain any effects that do occur. In circumstances where impacts are unacceptable, for example where adequate mitigation is unlikely to be sufficient to safeguard local amenity in terms of air quality and the acoustic environment it will be appropriate to refuse permission.”*

Wales Local Air Quality Management Regime

- 2.8 Part IV of the Environment Act 1995, as applied in Wales, sets out that local authorities are required to review and assess air quality within their areas and determine whether the relevant Air Quality Standards (Wales) Regulations and associated objectives are being achieved. Where pollutant concentrations are identified as exceeding, or likely to exceed, the prescribed limit values or objectives, the authority must designate an Air Quality Management Area (AQMA). Following designation, the authority is required to prepare and implement an Air Quality Action Plan (AQAP) setting out the measures necessary to secure improvements in air quality within that area.
- 2.9 NPTCBC has adopted an AQAP⁷ which sets out the measures it will implement to improve air quality in the Taibach Margam AQMA. It principally relates to actions to influence emissions associated with the TATA steelworks.

Local Policy

- 2.10 The NPTCBC Local Development Plan (2011-2026)⁸ directs planning decisions within the borough. It contains policies of relevance to air quality and this assessment, including

- Policy SP 16 Environmental Protection:

Air, water and ground quality and the environment generally will be protected and where feasible improved through the following measures:

1. Ensuring that proposals have no significant adverse effects on water, ground or air quality and do not significantly increase pollution levels;

⁷ NPTCBC (2024) Neath Port Talbot County Borough Council Air Quality Action Plan

⁸ NPTCBC (2016) Local Development Plan

2. Giving preference to the development of brownfield sites over greenfield sites where appropriate and deliverable;

3. Ensuring that developments do not increase the number of people exposed to significant levels of pollution.”

- Policy EN 8 Pollution and Land Stability

Proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted:

- *Air pollution [...]*

Proposals which would create new problems or exacerbate existing problems detailed above will not be acceptable unless mitigation measures are included to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.”

- “Policy EN 9 Developments in the Central Port Talbot Area

“Developments in the central Port Talbot area that could result in breaches of air quality objectives during their construction phase, will be required to be undertaken in accordance with a Construction Management Plan submitted as part of the planning process and agreed by the Council.”

Air Quality Guidance

2.11 This assessment has been undertaken with reference to the following national and local guidance:

- DEFRA, Local Air Quality Management Technical Guidance (LAQM.TG (22)) (2022)⁹;
- IAQM and EPUK, Land-Use Planning and Development Control: Planning for Air Quality (2017)¹⁰;

⁹ Defra. 2022. Part IV of the Environment Act 1995, Environment (Northern Ireland) Order 2002 Part III, Local Air Quality Management, Technical Guidance LAQM. TG(22).

¹⁰ EPUK & IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality.

- IAQM, A guide to the assessment of air quality impacts on designated nature conservation sites (2020)¹¹.

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¹¹ EPUK & IAQM. (2020). A guide to the assessment of air quality impacts on designated nature conservation sites.

3 Methodology

Consultation

3.1 NPTCBC provided brief pre-submission advice and asked that the assessment address two specific points:

- The upcoming PM_{2.5} targets
- The cumulative effect of the steel work's electric arc furnace (EAF) application (P2024/0711) and the Lanzatech /Project Dragon (P2023/0858) development, on the Site.

Baseline Conditions

- 3.2 The purpose of the baseline assessment is to gather information on existing air quality in the vicinity of the Site to better understand how air quality might constrain, or be impacted by, a proposal.
- 3.3 A review of baseline conditions has been undertaken using data provided by DEFRA's UK AIR information resource¹², review and assessment reports provided by NPTCBC¹³ and other sources. DEFRA's Pollutant Release and Transfer Register¹⁴ was also reviewed to identify any major industrial or waste management sources in the vicinity.

Construction

- 3.4 The construction phase of the proposed development is largely limited to the internal refurbishment of the existing space, and whilst a minor second-floor flat roof extension is proposed, this is not judged to be sufficiently large to warrant a full construction dust risk assessment.

Operational Phase Assessment

Impact Assessment (Screening)

- 3.5 Minor developments, on their own, are highly unlikely to cause significant increases in local air pollution concentrations. EPUK & IAQM guidance, therefore, advocates a two-

¹² Defra (2024) Background Mapping data for local authorities – 2021 [Accessed online: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>]

¹³ NPTCBC (2024) Air Quality Annual Status Report for 2023

¹⁴ Defra. *UK Pollutant Release and Transfer Register (PRTR) data sets*. [Accessed online: <https://prtr.defra.gov.uk/pollutant-releases>]

stage screening approach. EPUK & IAQM guidance states that the impact of a proposal on air quality cannot be screened out, based on size alone, if there are:

- 10 or more residential units or a site area of more than 0.5ha; or
- 1,000 m² of floor space for all other uses or a site area greater than 1ha.

3.6 Coupled with any of the following:

- the development has more than 10 parking spaces;
- the development will have a centralised energy facility; or
- other centralised combustion process.

3.7 At the second screening stage, EPUK & IAQM guidance provides indicative criteria which can be used to screen out the potential for significant impacts caused by a proposed development.

Ecological Receptors

3.8 Air quality assessments must also consider the impact of operational traffic on designated ecological sites, considering the sensitivity of the receptor and the predicted change in pollution concentrations.

3.9 The IAQM recommends that where traffic increases by fewer than 1,000 light-duty vehicles (LDVs) or 200 heavy-duty vehicles (HDVs) per day on roads within 200m of a designated ecological site, the change can be considered, in isolation, to have an insignificant effect on air quality.

3.10 The proposed development will not result in an increase of more than 1,000 LDVs or 200 HDVs per day on any road. Accordingly, its impact on sensitive designated sites, when considered in isolation, can be screened out. Furthermore, there are no designated sites in proximity.

Sensitivity of Site / Exposure Assessment

3.11 The proposal introduces residential use to the Site and, therefore, members of the public would spend significant periods of time there. As such, all the AQSs for NO₂, PM₁₀ and PM_{2.5} will apply at the proposed development. The 1-hour mean AQS for NO₂ would apply at the proposed ground office space.

3.12 LAQM.TG (22) suggests that where annual mean concentrations of NO₂ and PM₁₀ are less than 60 µg/m³ and 31.9 µg/m³, respectively, that exceedances of the 1-hour mean AQS for NO₂, or the 24-hour mean AQS for PM₁₀ are unlikely. However, the

relationship for NO₂ is based on roadside and kerbside sites—it is not as appropriate for industrial sources where there might be intermittent emissions.

LAQM.TG (22), AEA diffusion guidance¹⁵ and other sources provides details on how pollution concentrations fall with increasing distance from sources. These criteria, in combination with the results of the baseline assessment have been used to determine whether an exceedance of any AQS is likely across any part of the proposed development, and whether detailed modelling would be required

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¹⁵ AEA Energy & Environment (2008) Diffusion Tubes for Ambient NO₂ Monitoring: Practical Guidance

4 Baseline Conditions

- 4.1 A baseline assessment has been undertaken to provide a summary of the existing air quality environment in the local area.

Local Air Quality Management

- 4.2 The Site is located within NPTCBC's Taibach Margam AQMA, which is declared due to exceedances of the 24-hour mean objective for PM₁₀. Taibach Margam AQMA encompasses an area of land and properties between then Corus Steel, now Tata Steel, and the M4 Motorway. The source of the exceedance remains the same, i.e., the Steelworks.
- 4.3 Since the Taibach Margam AQMA was declared in 2000, monitored concentrations have generally trended downward. No exceedances of the daily mean PM₁₀ air quality objective were recorded between 2015 and 2022. In 2023, however, one monitoring site recorded a breach of the daily mean PM₁₀ objective.
- 4.4 In early 2024, Tata Steel confirmed plans to restructure operations at Port Talbot Steelworks. The proposals involve a phased closure of the blast furnaces and coke ovens, with the first furnace expected to cease operation around mid-2024 and the remaining heavy-end assets closing during the second half of 2024. The Continuous Annealing Processing Line (CAPL) also closed in March 2025.

Industrial Sources

- 4.5 A review of the UK Pollutant Release and Transfer Register identified the Steelworks as a potential source of emissions that could materially affect air quality at the Site.

DEFRA / UK-AIR

- 4.6 DEFRA provides predictions of annual mean concentrations of background NO₂, NO_x, PM₁₀ and PM_{2.5}, at 1km² resolution across the UK. A summary of the highest predictions for the grid square (276500, 189500) containing the Site for the years 2021-2028 are set out in Table 4.1 below.

Table 4.1: UK-AIR predicted background concentrations for the Site.

Pollutant	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)							
	2021	2022	2023	2024	2025	2026	2027	2028
NO₂	11.3	11.1	10.8	10.5	10.3	10.1	9.9	9.6
NO_x	15.0	14.6	14.2	13.9	13.5	13.2	12.9	12.6
PM₁₀	12.7	12.6	12.5	12.4	12.2	12.2	12.2	12.1
PM_{2.5}	7.3	7.2	7.1	7.0	6.9	6.9	6.8	6.8

4.7 The data in Table 4.1 show that background annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} are predicted to be well below their respective AQSs across the Site, between 2021 and 2028.

4.8 Predicted background concentrations of NO₂, PM₁₀ and PM_{2.5} are predicted to fall between 2021 and 2028. This is due to the gradual improvement of the UK fleet with vehicles with cleaner engines, as well as other local, regional, and national policies to reduce emissions across all sectors.

Source Apportionment

4.9 The predicted breakdown in background concentrations of NO_x, PM₁₀ and PM_{2.5} at the grid square containing the Site are displayed, respectively, in Figures 4.1-4.3.

Figure 4.1: NO_x Source Apportionment

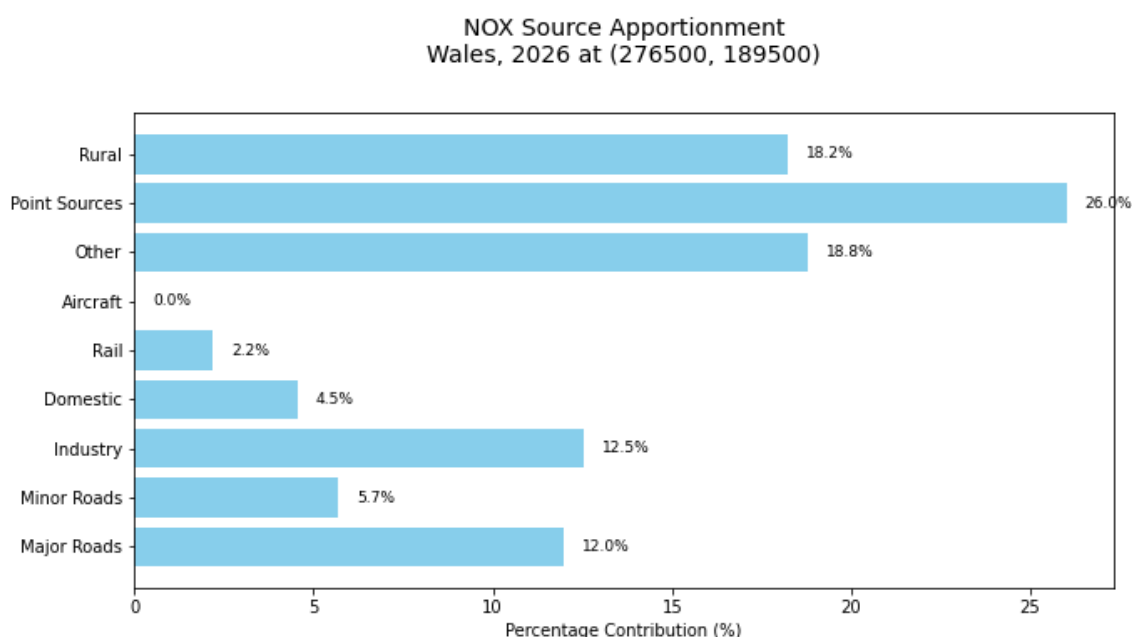


Figure 4.2: PM₁₀ Source Apportionment

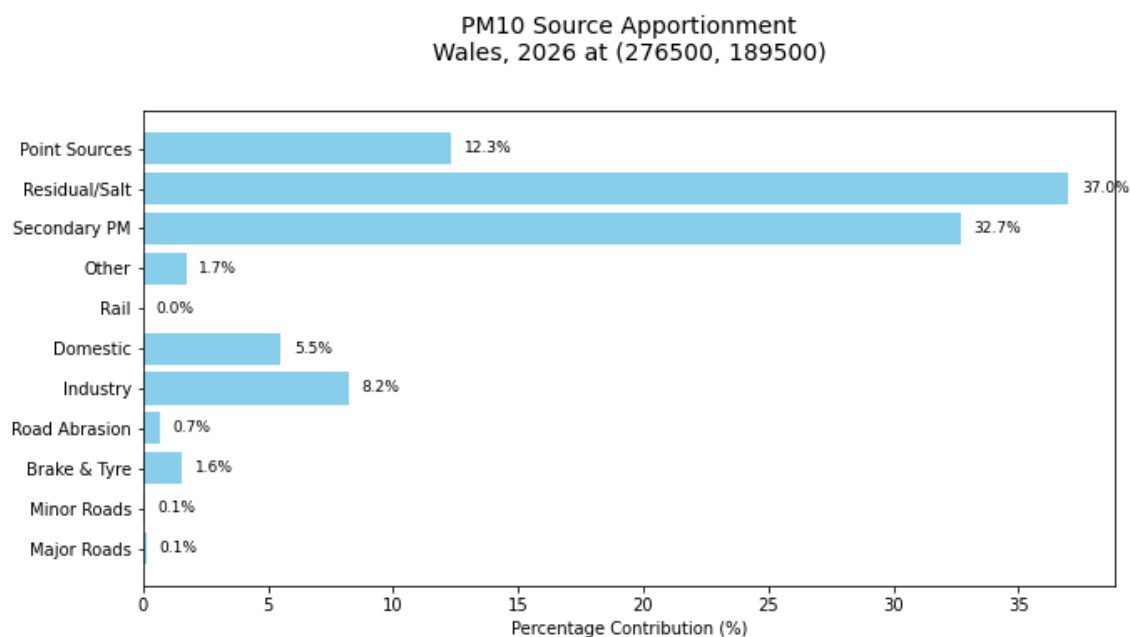
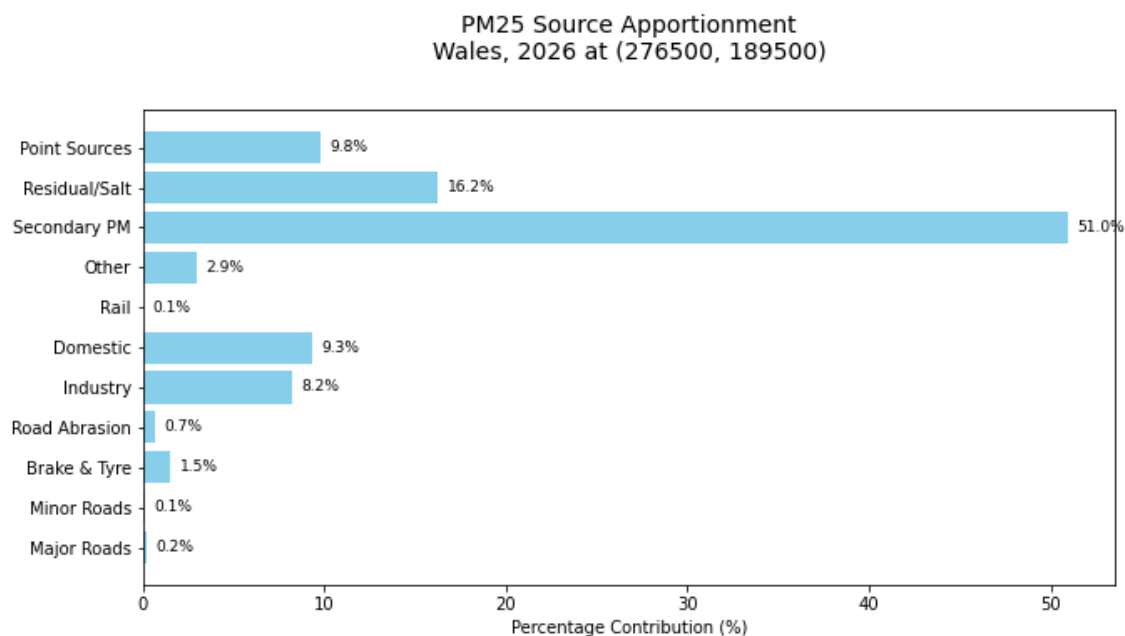


Figure 4.3: PM_{2.5} Source Apportionment



4.10 Figure 4.1 shows that for background NO_x—a precursor for NO₂—that point sources makes up the largest contributing source.

- 4.11 Figure 4.2 shows that for background PM₁₀, regional primary emissions and secondary formation make up the most significant contributions. However, point sources and industry make up a significant contribution.
- 4.12 Figure 4.3 shows that for background PM_{2.5}, secondary particulate matter (PM) makes up the most significant contributing source. Secondary PM forms in the atmosphere from local and regional emissions (for example, nitrates from road traffic and ammonia from agriculture), as well as from transboundary pollution.

Local Authority Monitoring

- 4.13 Table 4.2 below summarises the most recent available NPTCBC monitoring data located within Port Talbot.

Table 4.2: Measured Pollutant Concentrations and Exceedances

Site ID	Type	Distance to site (m)	Annual Mean Concentrations (µg.m ⁻³) /Number of Exceedances					
			2020	2021	2022	2023	2024	2025
Annual Mean NO ₂								
25	Roadside	824	21.5	26.6	21.2	17.6	-	-
19a	Industrial	956	13.4	15.2	11.8	9.8	-	-
Annual Mean PM ₁₀								
PT2	Industrial	934	21	25	26	27	21	16
PS2	Industrial	1515	23	19	27	29	22	15
LW1	Industrial	1656	21	18	19	21	17	15
DS1	Industrial	2805	21	11	17	19	16	15
Number of Exceedances of 50 µg/m ³ as 24-hour mean PM ₁₀								
PT2	Industrial	934	10	33	23	31	10	0
PS2	Industrial	1515	13	3	20	45	15	0
LW1	Industrial	1656	13	7	6	9	8	1
DS1	Industrial	2805	0	0	2	3	0	0
Annual Mean PM _{2.5}								
PT2	Industrial	934	9.0	9.0	8.0	8.0	8.0	8.0
PS2	Industrial	1515	9.0	9.0	10.0	10.0	8.0	8.0
LW1	Industrial	1656	-	-	7.0	7.0	7.0	7.0
DS1	Industrial	2805	-	-	6.0	8.0	8.0	7.0
Bold denotes exceedance of AQS.								

- 4.14 Measured annual mean concentrations of NO₂ at diffusion tubes in Port Talbot were below the annual mean AQS between 2020 and 2023. The highest concentration recorded in 2023 was 17.6 µg/m³, which is more than 50% below the 40 µg/m³ AQS.

Annual mean concentrations of PM₁₀ and PM_{2.5} were also well below their respective annual mean standards over the same period.

- 4.15 One exceedance of the 24-hour mean standard was recorded at Princes Street (PS2) in 2023. In 2025, however, no exceedances of the 50 µg/m³ threshold were observed. This improvement is likely linked to the closure of the heavy-end ironmaking and primary steelmaking assets at Tata Steel towards the end of 2024. The AQAP notes that the 2023 breach was the first exceedance of the daily mean objective since 2015.
- 4.16 The 2025 monitoring results underline the extent to which emissions from the heavy-end ironmaking and steelmaking operations contributed to historic exceedances of the 24-hour PM₁₀ Standard in Port Talbot. It is also relevant that the Princes Street (PS2) monitor is located significantly closer to the Steelworks than the Site.

5 Operational Phase Assessment

Sensitivity / Exposure Assessment

5.1 AEA and LAQM.TG (22) guidance provides the following criteria to determine the site type, for the purposes of classifying monitoring locations. By combining the site type definition (e.g., background, roadside, urban background), reproduced in Table 5.1 below, with data provided in the baseline assessment, a judgement can be made on the likelihood of exceeding the relevant AQS.

Table 5.1: Site Type Classification

Guidance	Definition of Site	Description
LAQM.TG (22)	Roadside	A site sampling typically within one to five metres of the kerb of a busy road (although distance can be up to 15 m from the kerb in some cases)
	Background	An urban location distanced from sources and therefore broadly representative of citywide background conditions, e.g., urban residential area
	Industrial	An area where industrial sources make an important contribution to the total pollution burden
AEA Diffusion Tube	Roadside/ Kerbside	Kerbside sites should be within 1 m of the kerb and are usually fixed to street furniture. Roadside diffusion tubes should be sited between 1 and 5 m from the kerb edge and mounted ideally either on a lamp post or road sign on the pavement, or on the face of a building adjoining the pavement.
	Background	Urban background sites must be located: • >50 m from any major source of NO₂, such as multi-storey car parks. • >30 m from any very busy road (> 30,000 vehicles per day). • >20 m from a busy road (10,000 – 30,000 vehicles per day) or from any medium sized sources, e.g., petrol stations or ventilation outlets from catering establishments. • >10 m from any main road. (Quiet roads, for example within residential estates, are acceptable); and • >5 m from anywhere where vehicles may stop with their engines idling.

5.2 The A48 Talbot Road carried 12,692 vehicles in 2025¹⁶, making it a busy road. The Site is located within 3m of the kerb, and according to Figures 4.1-4.3, industrial sources make up a significant contribution of the total pollution burden. The Site, therefore, meets the criteria for both roadside and industrial classification.

¹⁶ DFT (2026) Road Traffic Statistics Count Points – 84073. Available at: <https://roadtraffic.dft.gov.uk/count-points/84073> [Accessed 01/07/2026]

- 5.3 Between 2020 and 2025, there were no exceedances of any AQS at roadside monitoring sites. Only one breach of the 24-hour mean PM_{10} has been recorded since 2015, at a single location, and this monitor is much closer to the steelworks. Furthermore, in 2025 there was a maximum of one exceedance day at any of the four PM_{10} monitors. On this basis, conditions at the Site are judged to be compliant with all relevant standards. These results reflect the substantial reduction in emissions following the closure of the heavy-end ironmaking and primary steelmaking assets at Tata Steel in late 2024. On this basis, conditions at the Site are judged to be compliant with all relevant standards.
- 5.4 All $PM_{2.5}$ monitoring in the vicinity has also been below $10\mu g/m^3$ since 2024, suggesting that the Site would also be compliant with the upcoming $PM_{2.5}$ target.

Cumulative Developments

- 5.5 A review of the air quality assessment for the Tata Steel EAF (P2024/0711) application indicates that, for most pollutants—including PM_{10} —the EAF would lead to reductions in emissions compared with the historic baseline, which has been largely compliant with the 24-hour mean objective since 2015, but for 2023.
- 5.6 The Project Dragon (P2023/0858) air quality assessment concludes: *“There is likely to be a direct, permanent, long-term negligible effect at high sensitivity human receptors”*, with the greatest impacts on NO_2 . Effects on PM_{10} are assessed as negligible.
- 5.7 Given that the proposed EAF is expected to improve local air quality relative to historic conditions, and Project Dragon is predicted to result in negligible and insignificant changes in pollutant concentrations, the conclusion that the proposed development would not experience pollutant levels above national standards is considered robust.

Impact Assessment

- 5.8 The proposed development is primarily for the change of use and refurbishment of an existing building; it includes fewer than 10 dwellings and only 5 additional car parking spaces. As such, the impact of the proposed development on air quality can be screened out based on size alone.

Mitigation

- 5.9 The proposed development will have no significant impact on local air quality, and pollution levels at the Site are judged to be compliant with national AQSs and objectives. As such, no mitigation measures are required to offset a significant effect.

5.10 The PPW however states that *development should be designed wherever possible to prevent adverse effects to amenity, health and the environment but as a minimum to limit or constrain any effects that do occur*. The following mitigation measures should therefore be considered in design:

- The installation of low NOx emission boilers, or an alternative electric system.
- The installation of electric vehicle charge points, in line with policy requirements

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6 Discussion

- 6.1 Local and National air quality policies seek to sustain compliance with national objectives and limit values, and to prevent new development from contributing to, or being put at unacceptable risk, from unacceptable levels of air pollution. Furthermore, a key theme of the PPW requires development to identify opportunities to improve air quality wherever possible.

Operational Impacts

- 6.2 The proposed development is primarily for the change of use and refurbishment of an existing building; it includes fewer than 10 dwellings and only 5 additional car parking spaces. The potential for significant operational impacts could therefore be screened out based on size alone, using EPUK&IAQM criteria. As such, the proposal will have no significant effect on local air quality during operation.

Compliance and Exposure Assessment

- 6.3 The proposed development is located within NPTCBC's Taibach Margam AQMA, which is declared for exceedances of the 24-hour mean objective for PM₁₀. Exceedances of the national objectives at the Site are judged to be highly unlikely as:
- since 2015, there has only been one exceedance of the 24-hour PM₁₀ objective in Port Talbot, at Princes Street, which is much closer to the Steelworks than the Site.
 - The heavy-end processes at the steelworks ceased operation in 2024, and measured PM₁₀ concentrations dropped significantly in 2025.
 - The Project Dragon and EAF developments in the vicinity will not significantly alter air quality, according to the assessments for the projects.
 - Measured annual mean NO₂ concentrations are well below the AQS and highly sensitive residential use is proposed from the first floor, at a greater distance from the road.
- 6.4 As such, the Site would be suitable for its proposed residential and commercial use, in the absence of mitigation.

Mitigation and Good Design

- 6.5 Nevertheless, the PPW requires that development “wherever possible” help to improve local environmental conditions. The proposed development should include low NO_x gas boilers, or an alternative all-electric solution, to minimise emissions of NO₂, and other pollutants. The installation of electric vehicle charge points should also be considered.

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7 Conclusion

- 7.1 Greenavon Ltd was commissioned by C Mark Properties Ltd to undertake an Air Quality Assessment (AQA) to support a planning application for the proposed redevelopment of 23-25 Talbot Road, Port Talbot SA13 1HU (the Site).
- 7.2 The assessment concluded that during the operational phase, the proposed development would have no significant impact on, nor would be significantly impacted by, local air quality.
- 7.3 The proposal should incorporate a low NO_x emission boiler (or alternative all-electric solution) to minimise its effect during the operational phase. The installation of electric vehicle charge points should also be considered.
- 7.4 The cumulative effects of the proposed EAF at the Steelworks and Project Dragon would not change the conclusions of this assessment.
- 7.5 Considering the above, the proposed development is judged to be broadly consistent with all local and national planning policies. Air quality should not, therefore, present a significant barrier to the planning process.



Greenavon Ltd

Experts in Air Quality and Odour Assessment

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