

3. Site Context

- 3.1 This Chapter aims to provide a high-level overview of the existing characteristics of the Site and the surrounding area and identifies the sensitive receptors considered in the EIA. A high-level description of the Site has been provided in this Chapter to avoid the need for repetition within **Technical Chapters 6 – 13**.
- 3.2 The relevant detailed baseline characteristics of the Site and the surrounding area in relation to the technical topics ‘scoped into’ the EIA are considered within the relevant Chapter (**Technical Chapters 6 – 13**). A summary of the sensitive receptors included in **Technical Chapters 6 – 13** is included in **Table 3.1**.
- 3.3 The baseline characteristics for the technical topics ‘scoped out’ of the EIA and which are not reported in the ES are provided in the EIA Scoping Report (**Appendix 2.1**).

Location and Setting

- 3.4 The Site is located within Port Talbot Docks and neighboured by the Tata Steel Works to the south-east. The town of Port Talbot is located to the north and north-east of the Site.
- 3.5 The total area of the Site is approximately 25.13 hectares^a.
- 3.6 The Site is made up of a number of parcels of land (linked to their proposed function, as set out within **Chapter 4: Development Specification**) and are described as follows:
- Primary parcel of land for the location of the proposed production facility (approximately 9.1ha), comprising bare land adjacent to Crown Wharf (Port Talbot) (referred to as the ‘*Production Development Zone [PDZ]*’), as defined within **Figure 4.7**;
 - Three discrete parcels of land located within the wider Port Talbot Docks, (approximately 7.44ha) (referred to as ‘*Temporary Construction Areas [TCA] 1, East and West*’) as defined within **Figure 4.7**. TCA West, as defined on **Figure 4.7**, is split into two sub-parcels;
 - Approximately 0.87km of the unnamed port road, running adjacent to the northern boundary of the production development zone (referred to as ‘*Unnamed Port Road Supporting Infrastructure*’); and
 - An extent of the marine environment of Port Talbot Docks, located to the north of the PDZ and the unnamed port road (referred to as the ‘*Marine Unloading/Loading Facility*’).
- 3.7 The above terms have been used throughout the ES when discussing the Site and how the various elements of the Proposed Scheme would influence the potential for likely significant effects.

^a This is the site area of the EIA Study Area Boundary. As explained in **Chapter 2: Approach to EIA**, the boundary of the planning application is smaller than the EIA Study Area Boundary.

- 3.8 The PDZ is currently unused and vacant and has been colonised by vegetation. At TCA East, there are a number of existing structures associated with historic and on-going industrial/commercial activities. A number of the structures are in poor/unusable condition and therefore vacant. Whilst others support on-going commercial activities/tenants, including a crane hire firm, a welding services company, a scaffolding company, and oil tankage facilities. TCA1 and TCA West comprise vacant land colonised by vegetation.
- 3.9 The available historic mapping (Envirocheck® Report) indicates the PDZ has comprised numerous industrial land uses/processes since at least 1917, as well as a large pond and a number of heaped areas of unknown constituents formerly present in the west. Historic on-site processes included coal works, railway lines, copper works, metal refinery works/steel ceilings factory, wagon repair shop and associated warehouses, depots and factory buildings.
- 3.10 The available historic mapping (Envirocheck® Report) indicates TCA1 to have been undeveloped; however, by 1940, the entire site is recorded to have been infilled, with multiple buildings and infrastructure (including railway sidings, tanks, settling tanks, travelling cranes, overhead pipes, chimneys, reservoirs, conveyors, hoppers and Margam Wharf) of the wider Margam (Iron and Steel) Works site. Margam Wharf is shown to be present along the western site boundary. All buildings on the PDZ and TCA1 appeared to have been demolished as of 2009. Both the PDZ and TCA1 were 'created' as part of the development of Port Talbot Docks in the early 20th Century, with the focus of utilisation as a working dock and has been subject to previous development.
- 3.11 The 1899 OS Edition indicates TCA West to have comprised railways while the western area is recorded to have been undeveloped at that time. Subsequent mapping indicates the western area to have been occupied by a "Hydraulic Power Station" and later a "Works" (1964). By 1968 the railways are recorded to have been removed in the eastern area.
- 3.12 TCA East is recorded to have first been developed by 1940 when a large unnamed building is shown within this area. Railways and the "Phoenix Briquetting Works" are shown on the 1952 OS edition. Subsequent development on the site is recorded to include engineering works, oil storage, liquid oxygen production and electricity sub-stations.
- 3.13 Crown Wharf, which defines an extent of dock wall of Port Talbot Docks, is located to the north-east of the PDZ. Crown Wharf, another extent of dock wall, is located immediate north of the PDZ. In the surrounding area there is further industrial facilities to the south, residential dwellings to the east and agricultural land beyond that, residential dwellings to the north west, and Swansea Bay to the west.
- 3.14 A topographical survey of the PDZ has been completed and shows higher ground toward the southern boundary, with ground elevations ranging mostly between 8 – 9mAOD, with a maximum of 9.35mAOD in the south-western portion. Along the northern boundary of the PDZ levels are lower, ranging between 7 - 8mAOD with a low of 6.86mAOD at the central northern boundary of the PDZ, closest to the Unnamed Port Road.
- 3.15 NRW 1m Light Detection and Ranging (LiDAR) data shows that the TCA 1 has relatively flat topography with ground levels ranging from 7.3 – 8.1mAOD at their maximum extents. Levels within TCA East and TCA West range from 7.7 – 8.4m AOD and 7.5 – 8.3m AOD respectively. LiDAR data also shows that ground levels for TCA East and TCA West naturally drain towards the dock road system and the Port Talbot Docks.

- 3.16 Associated British Ports (ABP) are the harbour authority for Port Talbot Docks. Port Talbot Docks is an existing and working docks, handling around 6.6 million tonnes of cargo every year and over £760 million of trade¹. In addition, the Port Talbot Docks does support recreational uses, including fishing², sailing and rowing as part of the Port Talbot Sea Cadets (North Wharf), as well as other water sports through the Port Talbot YMCA Water sports facility (North Wharf). Afan Boat Club are located on the River Afan, near to Port Talbot Docks, with associated slipway and moorings.

Identification of Sensitive Receptors

- 3.17 **Table 3.1** lists the sensitive receptors at which likely significant effects may occur and their relationship to the aspects of the environment outlined in Schedule 4. These are assessed within **Technical Chapters 6 – 13**.

Table 3.1: Sensitive Receptors Identified for Assessment in this ES

Chapter	Sensitive Receptors Identified for Assessment in this ES	Schedule 4 'factor'
Chapter 6: Major Accident and/or Disasters	Future on-site users and members of public Members of public Future on-site users and members of public	Population and Human Health
Chapter 7: Terrestrial Ecology^b	Open Mosaic Habitat, and indicator plant species Naturally regenerated grassland including populations of indicator plant species Willow scrub (grey willow) Reedbed Bramble, bracken and scrub Dune slack vegetation Oxtongue broomrape Japanese knotweed (plus cotoneaster spp., and Montbretia) Common lizard, slow worm and grass snake Breeding birds, wintering birds, and reptile species	Biodiversity

^b These are the receptors identified as part of the EIA Scoping Report (**Appendix 2.1**) as **Chapter 7: Terrestrial Ecology** has not been provided for PAC and will be finalised for planning submission. For context, the Ecological Impact Assessment (**Appendix 7.1**) has been provided for PAC.

Chapter	Sensitive Receptors Identified Schedule 4 'factor' for Assessment in this ES	
	<p>Bat species and breeding birds</p> <p>Breeding bird assemblage including the Schedule 1 species: Cetti's warbler</p> <p>Foraging bat species (common pipistrelle, soprano pipistrelle, Nathusius pipistrelle, Noctule bat)</p> <p>Wintering birds in Port Talbot Docks</p> <p>Foraging bats, breeding birds, wintering birds</p> <p>Statutory designated sites</p>	
Chapter 8: Landscape and Visual	<p>Users of the Wales Coast Path to the north and west of Crown Wharf (as demonstrated by RVs 1, 2, 3, & 7)</p> <p>Users of the Wales Coast Path on Margam Mountain (as demonstrated by RV6)</p>	Population and Human Health
	Vegetation on Site	Landscape
Chapter 9: Socio-Economics and Human Health	Local labour force Vulnerable Groups	Population and Human Health
Chapter 10: Climate Change	Global climate system Habitats and species with the Site and off-site compensation area	Climate Biodiversity
Chapter 11: Air Quality	<p>Nearest sensitive human receptors (residential, educational, health facilities) located to the east, northeast, west, north, northwest and west and adjacent to Harbour Road</p> <p>Kenfig Special Area of Conservation (SAC) / Site of Special Scientific Interest, Crymlyn Bog SAC, Cefn Cribwr SAC</p>	Population and Human Health Biodiversity

Chapter	Sensitive Receptors Identified for Assessment in this ES	Schedule 4 'factor'
Chapter 12: Noise and Vibration	Surrounding residential and commercial premises	Population and Human Health
Chapter 13: Marine Ecology	Fish	Biodiversity

References

¹ ABP. Port Talbot. Available at: <https://www.abports.co.uk/locations/port-talbot/> [Accessed 09/06/2023].

² Fishing In Wales. Port Talbot Docks. Available at: <https://fishingwales.net/fishing-locations/port-talbot-docks/> [Accessed 09/06/2023].