

PROPOSED ASPHALT BATCHING PLANT - CELSA STEEL SITE, ROVER WAY, CARDIFF

Landscape and Visual Supporting Information

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1.0 Introduction

This document is intended to provide a high-level review of potential landscape and visual effects arising from the development of a proposed new Asphalt Plant at the Celsa Steel UK site, Cardiff. The report has been prepared by a chartered member of the landscape institute and reviewed by a senior member of staff with over 25 years of experience in Landscape and Visual Impact Assessment (LVIA).

The site is located within a large disturbed area previously used by the Celsa Steel UK works to the east of Rover Way, Tremorfa. The adjacent land includes the existing Allied Industrial Park and Tremorfa Industrial Estate. The proposals include a 320 TPH Fixed Asphalt Plant occupying an area of approximately 11,300m², a relatively small part of the overall Celsa Steel site.

The landscape and visual appraisal has identified six viewpoints from the surrounding study area within 1km of the site. The viewpoint locations have been selected to illustrate views from potential visual receptors and to reflect the nature of the surrounding environment. Fieldwork also assisted the review of local landscape receptors and provided an understanding of the landscape character in the study area.

The document is accompanied by a viewpoint location plan (Drawing CS-01) which identifies the location of the viewpoint photographs contained within Appendix 1.

2.0 Baseline Review

2.1 Site Description and Context

The site comprises an area of previously developed industrial land within the wider Celsa Steel UK site on Rover Way. The proposed asphalt plant area equates to approximately 1.13 hectares (11,300m²) and is bound by internal haul roads along its north-western and south-western boundaries. The proposed asphalt plant area is bound by further operational waste sorting land to the north-east and scrub land to the south-east, beyond which is the Cardiff Motocross Centre MX and the Severn Estuary. The Celsa Steel UK site in its entirety forms part of a wider industrial estate between Seawall Road and the Bristol Channel. The land within the site is low lying, at approximately 10-12m AOD.

The Tremorfa Industrial Estate located to the south of the site contains a Welsh Water works treatment facility. Other industrial and manufacturing land uses extend south along the waterfront to Queen Alexandra Dock and Cardiff Bay. Industrial development is concentrated closer to the Bristol Channel and Queen Alexandra Docks, giving way to residential development, retail and leisure uses further inland. Residential areas of Splott and Tremorfa are located to the north-west and north of the study area, largely separated from the site by Allied Industrial Park.

The main passenger railway line to Cardiff Central Station passes approximately 1.5km north-west of the site. A separate line extends south between Splott and Tremorfa to the Queen Alexandra Docks. Freight links extend from this line into industrial areas - one such route extends along Rover Way. The area surrounding the site is dissected by estate roads which connect to the larger arterial roads including the A4232 and A4161. The Wales Coast Path (long distance footpath) follows the coastline along the Bristol Channel passing approximately 200m east of the site at the nearest point. There is a temporary diversion to the Wales Coast Path between the residential areas of Splott and Tremorfa¹. This passes 850m north of the site at Muirton Road. The River Rhymney Corridor is located approximately 1km north of the site.

2.2 Local Planning Context

Given the scale and nature of the proposed development this section is not intended to be a comprehensive review of the policy context but will provide an appreciation of the local planning policy context and potential sensitivities.

The site lies within the boundary of Cardiff Council. The local policy context is set out in the Cardiff Local Development Plan 2006-2026 and on the accompanying Proposals Plan and Constraints Plan². Policies relevant to this appraisal are discussed below:

The Proposals Plan identifies the site area within Employment Area EC1.3 which relates to *Rover Way (Celsa Steel Works, Tremorfa Industrial Estate, Seawall Road)* which has Primary Uses in Classes B2 (General Industrial) and B8 (Storage or Distribution). The proposed development would fall within the Class B2 General Industrial use-class category. Policy EC1 - *Existing Employment Land* states that:

¹ Cardiff Public Rights of Way – Interactive Map. Available to view online at:

http://ishare.cardiff.gov.uk/mycardiff.aspx?MapSource=Cardiff_Live/base_Standard&Layers=PublicRightsOfWay&tab=maps

² Cardiff Adopted Local Development Plan (LDP) 2006-2026 and supporting documents. Available online at: <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Pages/default.aspx>

‘The employment sites identified in Policy EC1 display strong potential to continue playing an important economic role, whether this is to provide local employment on smaller sites within key neighbourhoods or whether the sites are more strategic in size, position and function’.

Policy justification text explains that; *‘The city’s existing employment areas outside of the Central and Bay Business Areas (as designated on the Proposals Map) will be protected for B Use Class employment generating uses...’.*

The site does not lie within any local or national designations that concern the protection and conservation of landscape character. The Proposals Plan does however identify a local landscape designation (Special Landscape Area - Wentloog Levels) approximately 2km to the north of the site at Newton and the adjacent coastline, extending up to 1km out to sea.

Policy EN3 - *Landscape Protection* states that *‘Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city’.* Priority will be given to *‘protecting, managing and enhancing the character and quality’* of the Special Landscape Areas. It is further considered in the supporting policy text that:

“SLAs are designated to protect areas that are considered to be important to the overall landscape of the County due to their visual and sensory, geological, cultural, historical and habitat landscapes. They are intrinsic to the overall character of the area and provide a living history of the evolution of the area’s landscape as well as a cultural backdrop and visual setting.”

The Pengham Moors Site of Importance for Nature Conservation (SINC) at Pengham Green is located approximately 300m north of the site. This isn’t a landscape specific designation however the area is used informally as a local green space.

2.3 Landscape and Visual Context

2.3.1 Landscape Character

The site is located within National Landscape Character Area (NLCA) 35: *‘Cardiff and Newport’* which has been identified by Natural Resources Wales³ and the summary description is provided below:

‘Two cities and associated suburbs and satellite towns dominate this part of south-east Wales. They include Wales’ capital and largest settlement, Cardiff, as well as Newport, Cwmbran, Pontypool, Penarth and Barry. The area forms a busy transport and development corridor. It occupies the coastal lowlands between the Severn estuary with its levels, and the edge of the South Wales Valleys with their uplands. The area includes major ports at Cardiff, Barry and Newport, and associated industrial infrastructure. There are also extensive residential, suburban areas and major retail, business and recreational facilities. There is an intensive network of busy roads and railways, including part of the M4 corridor’.

Key Characteristics of NCLA 35 include:

- *‘Busy, heavily urbanised areas - containing Cardiff, and other large settlements including Penarth and Barry to the south to the west and the city of Newport and new town of Cwmbran to the east;*
- *Cardiff – capital city, largest urban area and principle administrative centre for Wales... The urban form of Cardiff expands across much of the surrounding landscape;*
- *Ports – Cardiff, together with Barry and Newport with its industrialised river frontage; and*

³ Available online at: <https://naturalresourceswales.gov.uk/evidence-and-data/maps/nlca/?lang=en>

- *Urban fringe / peri-urban areas – for example land between Penarth and Barry, which contains linear settlement linked by rural roads but has an urban fringe character in parts.’*

Local information regarding landscape character is provided by the Cardiff Landscape Character Assessment (February 2008)⁴. Review of this document confirms that the site is not located within an identified Landscape Character Area due to its urban location. The nearest Landscape Character Area is LCA 10: ‘Wentloog Levels’ which has the following descriptions of relevance to the surrounding landscape:

- *‘The restored Lamby Way landfill tip forms a distinctive, almost conical landscape element which requires careful integration into the wider landscape. The coastal margins and mudflats provide an almost desolate character with open views across the Bristol Channel and beyond to south-west England. The primary visual detractors relate to the commercial and industrial developments that have occurred which currently has an immature landscape structure associated with it;*
- *Flat open character provides links with wider Gwent Levels to the east and seawards to the Bristol Channel;*
- *Visual intrusion from stark or poorly integrated development around the edges and centre of the Wentloog Levels; and*
- *Visual disruption and clutter with overhead lines, substations and service compounds.’*

2.3.2 Visual Receptors

The immediate context of the site primarily comprises industrial development. The closest visual receptors to the site would be employees within the Allied Industrial Park and Tremorfa Industrial Estate and users of Rover Way / Seawall Road. Users of the public open space at Pengham Green may also gain views of the site from approximately 300m north, as well as users of the Tesco Extra at approximately 800m north.

Users of the nearby Cardiff Motocross Centre MX (track c.50m east) would be focussed on their motorsport activities, some views of the proposed development although likely, would be within the context of the existing backdrop of the large scale Celsa manufacturing buildings.

Users of the Wales Coast Path (assuming line c.200m east of the site) would not have views of the proposed development due to the screening provided by the higher intervening landform of the motocross centre and peripheral vegetation around the motocross site. The diverted route of the Wales Coast Path through Splott and Tremorfa passes north of the Allied Industrial Park. No views are anticipated for path users along the diverted route due to the screening provided by intervening industrial land uses. There are no other public rights of way located within or near to the proposed site area.

The Allied Industrial Park provides separation between the site and the nearest residential areas of Tremorfa (500m north) and Splott (950m north-west). The settlement edge of Tremorfa and Willows High School along Willows Avenue / Seawall Road fronts onto the Allied Industrial Park. The nearest residential edge of Splott, and adjacent Moorland Primary School is also distanced from the site by Allied Industrial Park and the dock-lands railway line. Areas of parkland are found along the settlement edges and include Moorland Park, Splott Park and Tremorfa Park. These Parks are largely enclosed by existing built development and views out towards the site rare. Allied Industrial Park would screen any longer distance views towards the proposed development.

The nearest Historic Park and Garden to the site is Waterloo Gardens and Routh Gardens located approximately 2km to the north-west. These intact Edwardian parks are surrounded by urban development and would not experience any changes in existing views.

Other industrial and commercial land uses are found amongst The Splott Industrial Estate and Portmanmoor Industrial Estate. The potential for visibility of the site from these locations would be limited due to the

⁴ Cardiff Council – A Review of Landscape Character Areas, TACP, February 2008

intervening infrastructure and existing industrial development. Any views that may occur are likely to be very limited and would be obtained in the context of the existing industrial landscape.

Drivers passing through the local area on Rover Way and Tide Fields Road would have views of the proposed development, but these would also be set within the context of the existing industrial landscape.

3.0 Proposed Development

The proposals comprise the development of a Static Asphalt Plant (c.11,300m²) to the east of Rover Way, Tremorfa. The site is located adjacent to existing industrial areas of Allied Industrial Park and Tremorfa Industrial Estate. Access into the southern Celsa Steel UK site is taken either from the northern boundary, via Rover Way, or via the southern boundary, via Tide Fields Road.

The Asphalt Plant Area would contain several structures for storage and processing Asphalt. The tallest of these structures would be the Primary and Secondary Dust Collection Fan Unit with an exhaust stack at 22m. Storage Silos would comprise a fabricated steel drum of 2.9m diameter and 9m height mounted at ground level. The Cold Feed Unit Hoppers have a loading height of 4.5m and the Screening and Mixing Tower would have a Mixer discharge height 4m above ground level. The Dust Conditioner System would have a 3m high discharge. Flood lights would be used after dusk (automatic switch on at dusk) in loading bays, over cold feeders, over the bag filter and bitumen tanks.

4.0 Potential Landscape and Visual Effects

4.1 Potential for Landscape Effects

The development of the proposed Asphalt Plant would introduce plant equipment and storage bays into the site which is currently used as a stockpiling area within the wider Celsa Steel UK site. The site has a disturbed appearance due to its previous and ongoing industrial use and it is surrounded by other industrial and commercial land uses. The presence of the proposed plant structures would therefore not be unusual within the immediate site context. The site is allocated as an Employment Area under local plan policy EC1.3 for Primary Uses in classes B2 (General Industrial) and B8 (Storage or Distribution).

The overall landscape value of the site is considered to be low due to the industrial and urbanised character of the site and the surrounding area. The susceptibility of the site to the proposed change is also considered to be low as the Asphalt Plant development would be consistent with the local industrial context. Therefore, the overall sensitivity of the local landscape to the proposed development would be low.

The potential for landscape effects is limited within the context of the designated planning uses and existing local structures and environment. Proposed industrial uses would be in keeping with the existing character and land uses in the local area and any landscape changes would be likely to be negligible and no significant landscape effects would occur.

4.2 Potential for Visual Effects

Six locations have been visited to provide a range of distances and directions from which to consider the proposed development. The photograph locations identified are considered to represent the likely extent of visibility and local receptors. The locations include:

- Viewpoint Location 1: Tide Fields Road facing north towards the site;
- Viewpoint Location 2: Rover Way alongside Scott Scrap Metal Yard;
- Viewpoint Location 3: Rover Way at Junction with Seawall Road;
- Viewpoint Location 4: Edge of Pengham Green (publically accessible open space);
- Viewpoint Location 5: Residential area north of Pengham Green; and
- Viewpoint Location 6: Junction of Willows Avenue and Seawall Road

The visual analysis confirmed that there is limited visibility towards the site from the surrounding area. This is due to a combination of screening provided by existing buildings, structures, landform and vegetation.

Viewpoints 1, 2 and 3 are located in closest proximity to the site, within 300m. Potential visual receptors from these locations include road users along Tide Fields Road, Rover Way and Seawall Road. The existing views from these locations are considered to have a low value as they are dominated by existing industrial development. Road users passing through the area would not be focused on visual amenity given the existing industrial context of the locality and would have a low susceptibility to the proposed change. This would result in a low sensitivity to changes in existing views amongst road users.

With reference to the existing photography, features in the exiting views such as fences, stockpiles, existing buildings and structures would screen views to the site, particularly from passing road users moving quickly through the area. It is likely that taller structures within the proposed development would be visible above screening features however tall structures and buildings are not uncommon in the existing views and the proposed development would not therefore be out of character. The overall potential for visual effects at

Viewpoints 1, 2 and 3 is limited and although some views of the proposed development may occur such views would not be considered significant within this context.

Users of the Pengham Green open space (Viewpoint 4) and residential receptors (Viewpoints 5 and 6) would be more sensitive to changes in existing views. The value of views towards the site are considered to be low in value due to the industrial elements visible, although residents, walkers and cyclist may be have a high susceptibility to visual change within the landscape in general. At these locations exiting views are therefore considered to be of medium sensitivity.

Viewpoints 4, 5 and 6 are located further from the site and are afforded more screening due to the combination of distance along with factors such as intervening landform, existing industrial buildings and vegetation. From these locations, glimpsed views of taller structures would be possible however lower parts of the development site are not likely to be visible at all. The resultant degree of change and level of potential effect would be negligible, and no significant visual effects would occur for any of the receptors identified at viewpoints 4, 5 and 6. Should tops of the taller structures within the proposed development be visible above screening features, this would be seen in the context of the existing pylons, substation, Celsa Works building and overhead gantries, and would only occupy a small part of the overall industrial view.

The site would be operated during the hours of 06:00 and 18:00 which is in line with the remainder of the Celsa Steel Works site and the wider Industrial Estate. Any additional lighting associated with the proposed development would be difficult to differentiate from other existing development in the views discussed above and the street lighting along Rover Way.

The proposed development would introduce new structures, but overall this change is considered to be limited given the context of the site and would have limited landscape and visual effects on the identified receptors.

5.0 Summary and Conclusions

The proposed development would be in accordance with local planning policy as the proposed end use would be in keeping with the Employment Area status of the Site. The proposed development would be similar in scale and appearance to nearby industrial units such as those noted within the adjacent Scott scrap metal yard and the wider Celsa Steel UK premises.

The proposal is not considered to have the potential to detract from the wildlife or recreation value of the Pengham Green open space and SINC (Viewpoint 4). This area is currently set within an industrial landscape context.

The development proposal would not result in the loss of any valued landscape features and it would not affect any landscape designations. The proposed changes are also not considered to be harmful to local landscape character and they would be in keeping within the findings of the Cardiff Landscape Character Assessment that identifies the site as being within an urban area.

Visually, the proposed development would be well contained within the local landscape by existing buildings and well-established vegetation. It may be possible to gain partial views of upper parts of the proposed structures from some locations however these are only likely to form small parts of overall views within an already industrialised area. No views are anticipated to have a full view of the proposed development due to screening features in the surrounding landscape.

Due to the urban and industrial character of the existing landscape and the high level of screening from potentially sensitive receptors landscape and visual effects are likely to be minimal. There would be no potential for significant landscape or visual effects arising from the proposed development. An assessment to LVIA levels of detail is therefore not required.

This landscape and visual appraisal is proportional to the potential levels of effect as indicated in this report and within this context landscape and visual are not of sufficient concern to require a full Environmental Impact Assessment.

DRAWING CS-01

Viewpoint Location Plan

416.09604.00001_VP_LOC_PLAN_ET.dwg



LEGEND

	APPLICATION SITE BOUNDARY
	VIEWPOINT LOCATIONS



 global environmental solutions		2ND FLOOR HERMES HOUSE HOLSWORTH PARK OXON BUSINESS PARK SHREWSBURY, SY3 5HJ T: 01743 239250 www.slrconsulting.com
CELSA STEEL UK LANDSCAPE AND VISUAL APPRAISAL VIEWPOINT LOCATION PLAN CS-01		
Scale 1:5000 @ A3	Date MARCH 2019	

APPENDIX 01

Viewpoint Photographs

Viewpoint Location 1: Tide Fields Road facing north towards the site

Viewpoint Location 2: Rover Way alongside Scott Scrap Metal Yard

Viewpoint Location 3: Rover Way at Junction with Seawall Road

Viewpoint Location 4: Edge of Pengham Green facing south

Viewpoint Location 5: Residential area north of Pengham Green

Viewpoint Location 6: Junction of Willows Avenue and Seawall Road

Viewpoint Location 1: Tide Fields Road facing north towards the site

Tide Fields Road

Existing stockpiles screen view
towards the site



Viewpoint Location 2: Rover Way alongside Scott Scrap Metal Yard

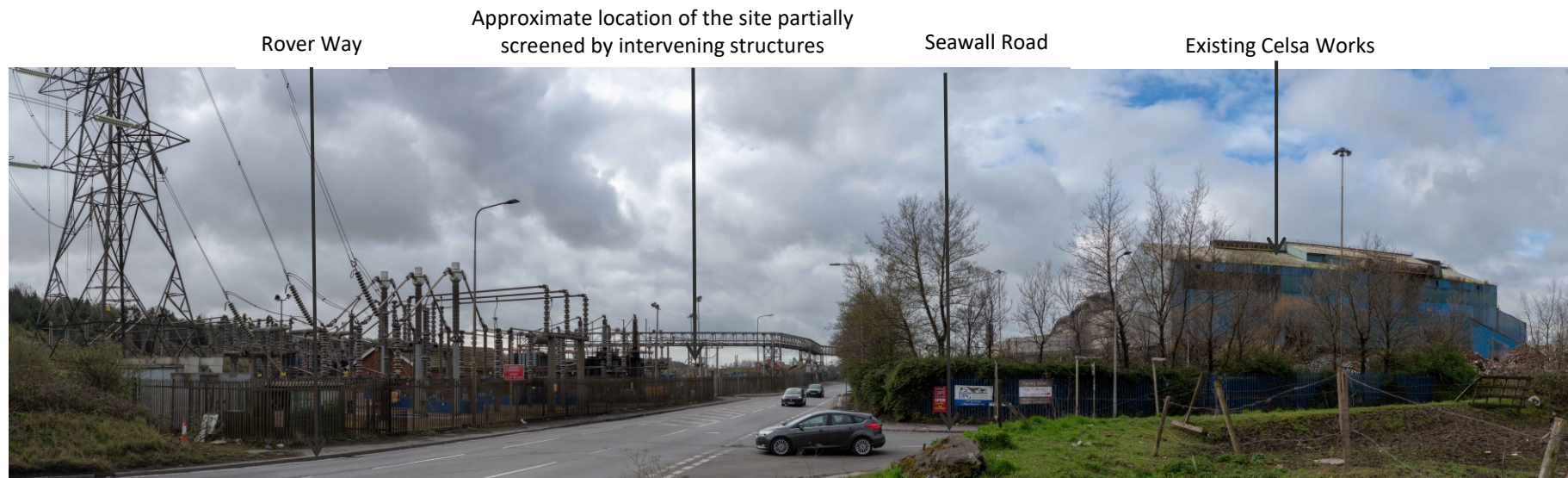
Approximate location of the site partially
screened by structures/fences in the foreground

Rover Way

Existing Celsa Works



Viewpoint Location 3: Rover Way at Junction with Seawall Road



Viewpoint Location 4: Edge of Pengham Green



Viewpoint Location 5: Residential area north of Pengham Green

Approximate location of the site screened
by intervening well-established vegetation

Edge of Tremorfa residential area



Viewpoint Location 6: Junction of Willows Avenue and Seawall Road

Seawall Road

Approximate location of the site screened by
intervening buildings and well-established vegetation

Residential properties along
Willows Avenue



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