

EAF PORT TALBOT

FIGURE 3
Site Boundary and Viewpoints

KEY

Site Boundary

Distance Radius from Site Boundary (5km)

Viewpoints



EAF PORT TALBOT

FIGURE 4

Site Boundary and Viewpoints

KEY

-  Distance Radii from Site Boundary (10, 15, 17km)
-  Viewpoints



ELECTRIC ARC FURNACE, PORT TALBOT

NIGHT-TIME EFFECTS TECHNICAL NOTE

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Document history

	Name	Date
Author	Daniel Leaver CMLI	20.05.2024
Technical Reviewer	Zachary Ford CMLI	20.05.2024
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1 APPROACH & SCOPE

- 1.1 The approach to the assessment of night-time lighting effects as part of the Landscape and Visual Impact Assessment (LVIA) will be cognisant of the fact that it is not a technical lighting assessment but will focus on the night-time effects as a result of the introduction of new artificial lighting, with consequent effects on landscape and visual receptors. In other words, it is the assessment of the potential effect of lighting on the character and amenity of the landscape and visual receptors at night and not a technical study concerning light pollution or nuisance.
- 1.2 In terms of the potential for landscape character effects at night, these are almost exclusively concerned with perceptions of darkness and an absence of development; the key characteristics of such landscapes is that they possess a dark sky baseline. An assessment regarding night-time changes on landscapes would therefore be required where development is currently absent and there are existing dark sky landscapes that could be affected by new lighting. This would particularly be the case where existing night-time skies are valued for star-watching etc.
- 1.3 As the Tata Port Talbot Site is already well lit, it does not present a baseline of dark skies. Within the study area, however, there are some darker sky landscapes, particularly to the less populated elevated areas to the north and east, and to the south in the Kenfig Dunes. Within these areas effects would not be of such magnitude that there would be a substantial change, as they are generally well separated from the Site.
- 1.4 In summary, it is our intention to focus solely on changes to the views of people rather than effects on the landscape as the additional lighting has the potential for night-time impacts that could affect the visual amenity of people but would not change the character of the wider landscape.

2 VIEWPOINT SELECTION

- 2.1 The selection of views (as shown on Viewpoint Figures 2-4) has been guided by a set of principals outlined as follows:
 - Walkers on Public Rights of Way (PRoW) which would require artificial lighting to safely access at night are not considered as potential receptors. Walkers on PRoW/Wales Coast Path outside of the built-up area (eg viewpoints 5, 6, 7, 11, 16, 17) would not readily appreciate any lighting changes within the site.
 - The lighting plan provided shows minimal changes to the Electric Arc Furnace (EAF) facility within the existing plant area and lighting changes would therefore be negligible and not readily appreciable from receptors to the north of the site (eg viewpoints 3, 9, 10, 16 and 22-25).
 - Views from distant roads and built-up areas such as the A48 (viewpoint 15) and Kenfig Hill (viewpoint 14) would again appear negligible given the transitory nature of the view and/or the existing artificial lighting.
- 2.2 The potential for viewpoints to be selected along PRoW outside of well-lit areas was raised and discussed at the scoping meeting with Neath Port Talbot Council (NPTC) on 25 April 2024. It was noted at the meeting that the safe access of footpaths could be an issue along unlit footpaths during the hours of darkness. Following further discussion with the project ecologist, following the meeting it was confirmed that such footpaths were not safely accessible at night-

time without the use of artificial lighting. It is also considered that members of the public would not commonly use the 'off-road' PRow in these unlit areas. It is therefore not considered appropriate to use these routes as typical examples of areas that the public would access and view the Site at night.

- 2.3 The lighting plan illustrates that new floodlighting will be located within the proposed scrap facility and will have a 24 hour function. The focus of the night-time study will therefore be on receptors that are the most likely to experience a change in light levels. The existing views from the south and east, which could be effected are therefore viewpoint 1 (Longlands Lane PRow), viewpoint 2 (Abbots Close /Tata recreation ground), viewpoint 8 (Margam Country Park), viewpoint 12 (M4 overbridge) and viewpoint 13 (Kenfig Nature Reserve).
- 2.4 Although there is potential to view the proposed scrap area from the unlit section of the M4 overbridge at viewpoint 12, this has been omitted from the list of potential viewpoints for night-time photomontage, on the basis that intervening lighting from both the Kenfig Industrial Estate and moving traffic on the motorway would negate any additional distant lighting effects. Viewpoint 13 from Kenfig Nature Reserve appears to be a more suitable location, particularly if accessible within the nature reserve away from the housing and street lighting at Kenfig.
- 2.5 Viewpoint 21 (Mumbles Hill) would provide a fifth receptor to provide an understanding of the effects of lighting on long distance views across the Bay to within the eastern most extents of the Gower National Landscape/Tirwedd Cenedlaethol Gwyr.

3 CONCLUSION

- 3.1 It is our intention to focus on changes to the views of people rather than effects on the landscape as the additional lighting has the potential for night-time impacts that could affect the visual amenity of people but would not change the character of the wider landscape. The new floodlighting would be located within the proposed scrap facility to the south of the main Site hence the focus of the night-time study will be on receptors that could be effected by changes to this area. Our list of potential viewpoints for night-time photomontage is as follows:
- Viewpoint 1, Longlands Lane
 - Viewpoint 2, Abbots Close, Margam
 - Viewpoint 8, Margam Country Park
 - Viewpoint 13, Kenfig Nature Reserve
 - Viewpoint 21, Mumbles Hill.