

5 LANDSCAPE AND VISUAL IMPACT

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5.1 Introduction

- 5.1.1 Regulation 4(2) of the Town & Country Planning EIA (Wales) Regulations 2017 requires that the EIA ‘*must identify, describe and assess... the direct and indirect significant effects of the proposed development on [inter alia]... landscape...*’. Specifically, this ES chapter assesses the likely significant effects of the Proposed Development on landscape and visual amenity.
- 5.1.2 This landscape and visual impact assessment (LVIA) defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the Proposed Development; describes the nature of the anticipated changes and assesses the effects arising during construction and operation.

5.2 Statutory and planning context

- 5.2.1 A summary of relevant local and national landscape and visual policy and guidance, as well as planning policy and guidance used in the LVIA is provided in **Table 5.1**.

Table 5.1 Legislation and guidance relevant to LVIA

Document	Summary
Legislation	
European Landscape Convention ¹	The European Landscape Convention is a convention of the Council of Europe, not the EU and therefore not affected by Brexit; as of 31 January 2020, the UK remains a signatory. It seeks to provide a people-centred way to reconcile management of the environment with the social and economic challenges of the future. It defines landscape as follows: <i>‘Landscape – an area perceived by people whose character is the result of the action and interaction of natural and/or human factors.’</i>
Development Plan Policy (including Future Wales 2040 and the Neath Port Talbot Local Development Plan 2011–2026)	
Neath Port Talbot Local Development Plan, 2011 - 2026 ²	Policy EN 2 Special Landscape Areas <i>“Development within the designated Special Landscape Areas will only be permitted where it is demonstrated that there will be no significant adverse impacts on the features and characteristics for which the Special Landscape Area has been designated.”</i> Policy EN 6 Important Biodiversity and Geodiversity Sites <i>“Development proposals that would affect Regionally Important Geodiversity Sites (RIGS), Local Nature Reserves (LNRs), Sites of Interest for Nature Conservation (SINCs), sites meeting SINC criteria or sites supporting Local Biodiversity Action Plan (LBAP) or S42 habitats or species will only be permitted where:</i> <i>1. They conserve and where possible enhance the natural heritage importance of the site; or</i>

¹ <https://www.coe.int/en/web/landscape>

² https://www.npt.gov.uk/media/7321/ldp_written_statement_jan16.pdf?v=20170727124344

Document	Summary
	2. The development could not reasonably be located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site. Mitigation and/or compensation measures will need to be agreed where adverse effects are unavoidable.” Policy EN 7 Important Natural Features “Development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows / field boundaries, watercourses or ponds will only be permitted where: 1. Full account has been taken of the relevant features in the design of the development, with measures put in place to ensure that they are retained and protected wherever possible; or 2. The biodiversity value and role of the relevant feature has been taken into account and where removal is unavoidable, mitigation measures are agreed.” 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: • Light 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 BE 1 Design “All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Proposals will only be permitted where all of the following criteria, where relevant, are satisfied [inter alia]: 1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment; 2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges; 3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate; 5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;”
Material Considerations (including PPW or Technical Advice Notes (TANs))	
TAN 12, Design, March 2016 ³	TANs provide detailed planning advice and local planning authorities take them into account when they are preparing development plans. Within the Character section of TAN 12 it identifies ‘Design Solutions’

³ <https://www.gov.wales/sites/default/files/publications/2018-09/tan12-design.pdf>

Document	Summary
	which states: “Landscape design – the way in which the land will be treated (other than buildings) for the purpose of enhancing or protecting amenities of the site and the area in which it is situated.”
Site & Context Analysis Guide: Capturing the value of the site, March 2016	In the ‘Outline of the document’ section, it states: “The objectives of good design, as set out in national planning policy, should feed into an integrated analysis and design process that includes pre-application meetings with the planning authority and consultation with the Design Commission for Wales at appropriate stages.”
Planning Policy Wales (PPW), Edition 12, February 2024 ⁴	Section 3: Strategic and Spatial Choices states: “Good design can help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places. This embraces the principles of ‘ecosystems services’ and sustainable management of natural resources where multiple benefits solution become an integral part of good design. In a similar manner, addressing environmental risks can make a positive contribution to environmental protection and improvement, addressing land contamination, instability and flood risk and providing for biodiversity, climate protection, improved air quality, soundscape and water resources benefits.” (Page 27, para. 3.8). “The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.” (Page 27, para. 3.9). “In areas recognised for their particular landscape, townscape, cultural or historic character and value it can be appropriate to seek to promote or reinforce local distinctiveness. In those areas, the impact of development on the existing character, the scale and siting of new development, and the use of appropriate building materials (including where possible sustainably produced materials from local sources), will be particularly important.” (Page 27, para. 3.10). “Site and context analysis⁵ should be used to determine the appropriateness of a development proposal in responding to its surroundings. This process will ensure that a development is well integrated into the fabric of the existing built environment. The analysis process will highlight constraints and opportunities presented by existing settlement structure and uses, landscape, biodiversity, water environment, movement, infrastructure, materials and resources, soundscape and built form which will need to be considered when formulating proposals.” (Page 28, para. 3.14).

⁴ <https://www.gov.wales/sites/default/files/publications/2024-07/planning-policy-wales-edition-12.pdf>

⁵ PPW refers to Further information is contained within Welsh Government Practice Guidance on Site and Context Analysis: www.gov.wales/planning-developments-site-and-context-analysis-guide

Document	Summary
	Section 6: Distinctive and Natural Places states: <i>“The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right, for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness and provide for cultural experiences and healthy lifestyles.”</i> (Page 129, para. 6.0.2). Section 6.2: Green Infrastructure states: <i>“Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. The planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of meeting society’s wider social and economic objectives and the needs of local communities.”</i> (Page 135, para. 6.2.4). When discussing the landscape of Wales, Section 6 states: <i>“All the landscapes of Wales are valued for their intrinsic contribution to a sense of place, and local authorities should protect and enhance their special characteristics, whilst paying due regard to the social, economic, environmental and cultural benefits they provide, and to their role in creating valued places.”</i> (Page 139, para 6.3.3) With regards to Landscape Information, Section 6 states: <i>“LANDMAP is an important information resource, methodology, and monitoring baseline for the landscapes of Wales, which can help inform planning for the sustainable management of natural resources in an area. LANDMAP describes and evaluates the physical, ecological, visual, cultural and historic aspects of the landscapes of Wales, and provides the basis of a consistent, quality assured national approach to landscape assessment.”</i> (Page 143, para. 6.3.19). With regards to Trees, Woodlands and Hedgerows, Section 6 states: <i>“Planning authorities must protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the character or amenity of a particular locality, or perform a beneficial green infrastructure function. Planning authorities should consider the importance of trees and woodland, particularly native woodland and valued trees, and should have regard to local authority tree strategies or SPG and the Green Infrastructure Assessment.”</i> (Page 158, Para 6.4.39) <i>“Permanent removal of trees, woodland and hedgerows will only be permitted where it would achieve significant and clearly defined public benefits. Where individual or groups of trees and hedgerows are removed as part of a proposed scheme, planning authorities must first follow the step-wise approach as set out in paragraph 6.4.15. Where loss is unavoidable developers will be required to provide compensatory planting (which is proportionate to the proposed loss as identified through an assessment of green infrastructure value including biodiversity, landscape value and carbon capture).”</i> (Page 159, Para 6.4.42)

5.3 Consultation undertaken

- 5.3.1 This chapter has been prepared following the methodology outlined in informal LVIA and nighttime viewpoints EIA scoping consultation notes provided in **ES Appendix 4.1**.

- 5.3.2 Consultation was undertaken with Neath Port Talbot Council (NPTC) and Natural Resources Wales (NRW) between January and April 2022 regarding the previous EAF project (discussed further in **ES Chapter 3: Environmental Context and Alternatives**). The current Proposed Development has a similar size footprint and orientation as the previous project but has been relocated circa 0.25 km north of it. Given the relatively short offset between the previous project and the Proposed Development, there is overlap with the location and number of viewpoints previously discussed with NPTC.
- 5.3.3 A site visit was undertaken in March 2024 to check whether these viewpoints remained relevant and/or whether the existing photography could be used. Following the Site visit it was concluded that all previous viewpoints remained relevant, albeit 6 of the 21 views should be revisited to review whether updated views were required to illustrate a worst-case scenario.
- 5.3.4 In each case, the viewpoint photography was reviewed in terms of the extent of visibility of the Proposed Development and the most appropriate viewpoint selected to illustrate the worst-case scenario. Of the six views retaken, only two required repositioning as a result of changes in the baseline or positioning of the Proposed Development as follows:
- Viewpoint 2 Tata Steel UK Limited (Tata Steel) recreation ground – original view retained;
 - Viewpoint 3 Morfa Avenue/LDW – original view retained;
 - Viewpoint 8 Margam House – retaken due to EAF moving to the north of the works;
 - Viewpoint 9 Broomhill – original view retained;
 - Viewpoint 12 M4 overbridge – retaken due to new wind turbine; and
 - Viewpoint 15 A48 – original view retained.
- 5.3.5 Following a meeting with NPTC on 28 March 2024 a further four viewpoints were added to ensure that receptors, particularly residential receptors to the north of the Site, would be fully represented with the Proposed Development moved north within the steel works compared to the previous project. These four viewpoints are numbered 22 to 25 and shown on **Figure 5.1**.
- 5.3.6 During a second meeting with NPTC on 25 April 2024 it was suggested that views from Inkerman Row be reviewed for the same reason and to provide an approximation of views from the M4 motorway. However, this location has been discounted, as it was for the previous scheme, on the basis that it is not particularly representative of views from the motorway, being somewhat higher in elevation. It should be noted that views from the motorway itself would largely be screened by intervening vegetation and built form, which would also be the case for views from residential properties on Inkerman Row. A new viewpoint has been selected, (viewpoint 23, Wales Coastal Path near Mynydd Brombil) that is close to, and accessible from, Inkerman Row, but is more elevated and therefore with a somewhat better view of the Site.
- 5.3.7 The final, agreed 25 viewpoints for assessment are presented in **Section 5.5** below.

5.4 Approach to the assessment

- 5.4.1 This section provides a summary of the methodology adopted for the LVIA. Full details of the assessment methodology, including assessment criteria, are provided in **Appendix 5.1**.
- 5.4.2 In accordance with the Guidelines for Landscape and Visual Assessment, third edition (GLVIA3, Landscape Institute, 2013) significance of landscape and visual effects is determined by considering, in tandem, the sensitivity of landscape and visual receptors (landscape elements, landscape character areas, landscape designations and groups of people who may be affected by changes in visual amenity) and the magnitude of effects arising from the Proposed Development .

Study area

- 5.4.3 It is accepted practice within landscape and visual assessment that the extent of the study area for a development proposal is broadly defined by the visual envelope of the Proposed Development.
- 5.4.4 In this instance, Natural Resources Wales (NRW) Guidance 46⁶ advises that, *“for vertical structures such as wind turbines, chimneys and masts, we are able to provide the following distances as starting points for discussion with regulators and stakeholders on search and study areas. These distances are based upon development management cases and evidence reports in relation to vertical structures.”*
- 5.4.5 An extract from the table provided in National Resource Wales (NRW) Guidance 46 is presented in **Table 5.2** below.

Table 5.2 Typical extent of search and study areas for tall structures

Height structure (metres)	<25	26 to 49	50 to 79	80 to 108	109 to 145
Search area (km)	3	4 to 8	8 to 12	12 to 17	17 to 23
Study area (km)	2	2 to 5	5 to 8	8 to 11	11 to 20

- 5.4.6 Infrastructure heights within previous design iterations included a chimney at a height of 83.2m AOD which necessitated a search area of 12 to 17 km and a study area of 8 to 11 km in line with the NRW guidance.
- 5.4.7 The study area was extended beyond the 11 km threshold so that sensitive landscape and visual receptors within the Gower National Landscape and viewpoints at Mumbles could be incorporated into the assessment.
- 5.4.8 **Figure 5.1** and **Figures 5.1 a-c** illustrate the Zone of Theoretical Visibility (ZTV) which has been produced to illustrate a worst-case scenario based on the footprint of the red line boundary (minus the access road) to a height of 83.2 m AOD. The worst-case scenario ZTV allows for some potential increased visibility as result of the plumes emanating from chimney stacks. The ZTV has been used to identify likely receptors and viewpoint locations which would form the scope of the LVIA.

⁶ <https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/evidence-to-inform-development-planning/using-landmap-in-landscape-and-visual-impact-assessments-gn46/?lang=en>

Sensitivity

- 5.4.9 Sensitivity (described as High, Medium or Low) is judged by combining component judgements about the value and susceptibility of the receptor, as illustrated in **Table 5.3** and **Table 5.4**. An explanation of how susceptibility and value has been determined is provided in **Appendix 5.1**. Detailed susceptibility and value criteria for landscape receptors are established in **Appendix 5.3** whilst detailed visual susceptibility and value criteria are set out in **Table 5.8** in **Section 5.7** below. It should be noted that intermediate assessments of value or susceptibility may be applied (e.g. high/medium, medium/low or national/regional, regional/community). Likewise, when combining susceptibility and value to determine sensitivity, an intermediate assessment is adopted where overall sensitivity is judged to lie between levels. In all instances, professional judgement is employed, and the tables below should not be interpreted rigidly to give a specific answer. A slightly greater weight is given to susceptibility in judging the sensitivity of visual receptors.

Table 5.3 Landscape sensitivity

LANDSCAPE RECEPTORS		Susceptibility		
		High	Medium	Low
Value	National	High	High/medium	Medium
	Regional	High/medium	Medium	Medium/low
	Community	Medium	Medium/low	Low

Table 5.4 Visual sensitivity

VISUAL RECEPTORS		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

Magnitude

- 5.4.10 The magnitude of effect arising from the Proposed Development (described as substantial, moderate, slight or negligible) is assessed in terms of its scale, geographic extent of the area or receptor that is influenced and its duration.
- 5.4.11 Scale of change (expressed as large, medium, small, negligible) is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.
- 5.4.12 The diagrams presented below in **Image 5.1** illustrate in outline how these two modifying factors are considered in a two-stage process and further explanation is provided in **Appendix 5.1**. **Image 5.1** is not intended to be interpreted rigidly but a guidance for

professional judgement to be made as appropriate, to arrive at an overall judgement on the magnitude of effect. A definition of the terms used in the diagrams in **Image 5.1** is provided in **Appendix 5.1**.

Image 5.1 Illustration of how magnitude of effect is established

Stage 1 - Modifying Influence of Geographic Extent on Magnitude of Effect

		Scale of Change			
		Large	Medium	Small	Negligible
Geographic Extent	Wide	Substantial			
	Intermediate				
	Localised		Moderate		
	Limited			Slight	
					Negligible

Stage 2 - Modifying Influence of Duration on Magnitude of Effect

		Stage 1 Result			
		Substantial	Moderate	Slight	Negligible
Duration	Permanent	Substantial			
	Long-term				
	Medium-term		Moderate		
	Short-term			Slight	
					Negligible

- 5.4.13 Where magnitude of effect (or other judgements) is judged to lie between levels, an intermediate assessment is adopted and is expressed as e.g. Moderate/Slight.

Significance of effects

- 5.4.14 The significance of a landscape or visual effect (described as Major, Moderate, Minor or Negligible) is assessed using professional judgement, combining the sensitivity of the receptor with the predicted magnitude of effect, as summarised in **Table 5.5**. Table 5.5 is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances, a particular parameter may be considered as having a determining effect on the analysis. Where significance is judged to lie between levels, an intermediate assessment will be adopted for example

‘Moderate/Minor’. Such a judgement indicates that the significance of effect is less than Moderate but more than Minor.

Table 5.5 Significance of effect matrix

		Magnitude of Change			
		Substantial	Moderate	Slight	Negligible
Receptor Sensitivity	High	Major	Major/Moderate	Moderate	Minor
	Medium	Major/Moderate	Moderate	Moderate/Minor	Minor/Negligible
	Low	Moderate	Moderate/Minor	Minor	Negligible

- 5.4.15 Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where ‘Moderate’ effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/ Minor, Minor, Minor/Negligible or Negligible significance are considered to be not significant.

Beneficial/adverse effects

- 5.4.16 Landscape and visual effects can be beneficial or adverse and in some instances may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral or adverse is identified based on professional judgement.
- 5.4.17 However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this will generally constitute an adverse effect. Any variation from this stance will be clearly justified.

Cumulative assessment

- 5.4.18 Cumulative assessment relates to the assessment of the effects of more than one development. The approach to cumulative assessment is set out within **Appendix 5.1**.

Night-time assessment

- 5.4.19 The development proposals include night-time lighting for which an assessment of potential night-time visual effects is included in **Section 5.7** with illustrations including photomontage in **Figure 5.34 a-f to 5.38 a-f**. The methodology for that assessment is included within **Appendix 5.5** and the scope of the night-time assessment, agreed with consultees, is as follows:
- 15 km study area;
 - Inclusion of all LVIA viewpoints within 15 km; and
 - Five photomontages from viewpoints (numbers 1, 2, 8, 13 and 21 in **Table 5.6**).

Residential amenity

- 5.4.20 As set out within Landscape Institute Technical Guidance Note 02//19 ‘Residential Visual Amenity Assessment (RVAA)’⁷:

“Changes in views and visual amenity are considered in the planning process. In respect of private views and visual amenity, it is widely known that, no one has ‘a right to a view.’ ...

It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence as a result of introducing a new development into the landscape. In itself this does not necessarily cause particular planning concern. However, there are situations where the effect on the outlook / visual amenity of a residential property is so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before.”

- 5.4.21 This LVIA does not include an assessment of residential visual amenity as it is judged that the Proposed Development would not give rise to effects meeting the threshold described above.

Distances

- 5.4.22 Where distances are given in the assessment, these are approximate distances between the nearest part of the Site and the nearest part of the receptor in question, unless explicitly stated otherwise.

Visual aids

- 5.4.23 Photographs of the existing views and annotated viewpoints indicating the extents of the Proposed Development are shown in a separate document which accompanies this LVIA. The method of visualisation selected has been informed by Landscape Institute Technical Note 06/19 Visual Representation of Development Proposals. The methodologies of production for the visualisations and ZTVs are outlined in **Appendix 5.2**.

5.5 Established, interim and future environmental baseline

- 5.5.1 **Appendix 5.1** determines that the baseline for consideration of landscape and visual effects is evaluated through desk study and site work and is the current situation at the time of the assessment, unless noted otherwise. Existing operational/built development and development under construction is considered as part of the baseline.

Established baseline

- 5.5.2 An overview of the baseline study results is provided in this section. A full baseline description of the individual landscape and visual receptors is provided alongside the assessment in **Section 5.7 Assessment of potential effects** for ease of reference.
- 5.5.3 This section provides a review of the key local baseline studies and guidance documents and identifies those landscape and visual receptors which merit detailed consideration in

⁷ <https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2019/03/tgn-02-2019-rvaa.pdf>

the assessment of effects, and those which are not taken forward for further assessment as effects “*have been judged unlikely to occur or so insignificant that it is not essential to consider them further*” (GLVIA3, para. 3.19).

- 5.5.4 Both this baseline section and the effects section describe landscape character and visual receptors before considering designated areas, as it is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation.
- 5.5.5 It is noted that no discernible changes to buildings or structures have taken place between the established and interim baseline scenarios, and therefore in accordance with the wider EIA methodology described in **ES Chapter 4: Environmental Assessment Methodology**, the established baseline is referred to in this chapter.

Zone of theoretical visibility

- 5.5.6 A ZTV study was generated based on the proposed design. This is shown on **Figure 5.1** and **Figures 5.1 a-c** which indicate areas of potential visibility. The analysis was carried out using a topographic model and including buildings and woodland (with heights of 7.5 m for buildings and 15 m for woodland) as visual barriers in order to provide a more realistic indication of potential visibility.
- 5.5.7 The ZTV study was used to aid the identification of those receptors that are likely to be most affected by the Proposed Development and those that do not require detailed consideration.
- 5.5.8 The ZTV for the Proposed Development shows that the main area of visibility extends north and south from the Site along the coast of the mainland and westwards across Swansea Bay. Visibility to the east is reduced by topography that rises noticeably inland and generally limits views to approximately 5 km of the low lying coastal area.
- 5.5.9 Existing built form and tree cover in the study area has a substantial effect on visibility. Site work indicated that screening has not been fully reflected by the modelling and that visibility is likely to be slightly less than indicated by the ZTV study.
- 5.5.10 Effects on landscape or visual receptors outside the areas of visibility shown on the ZTV study would be negligible and are not considered in detail.

Landscape and seascape character

- 5.5.11 The following guidance documents provide advice relevant to this assessment:

National landscape character areas and marine character areas

- 5.5.12 The NRW national landscape character areas (NLCA) define a broad landscape scale suite of national character areas throughout Wales and are partly derived from LANDMAP. As illustrated by **Figure 5.3**, the Site is located in NLCA38: Swansea Bay and approximately 1.5 km from the south-western boundary of NLCA37: South Wales Valleys. NLCA 36: Vale of Glamorgan is located approximately 6 km to the south-east, whilst NLCA39: Gower is approximately 13 km to the west.
- 5.5.13 NRW also defines broad National Marine Character Areas (NMCA). The Site is adjacent to NMCA26: Swansea Bay and Porthcawl as illustrated by **Figure 5.3**.

- 5.5.14 Paragraphs 5.13-5.15 of GLVIA3 indicates that landscape character studies at the national or regional level are best used to “*set the scene*” and understand the landscape context. It indicates that Local Authority Assessments provide more detail and that these should be used to form the basis of the assessment of effects on landscape character – with (appropriately justified) adaptation, refinement and interpretation where required. Effects on the landscapes and seascapes of the National Landscape Character Areas and National Marine Character Areas are therefore not considered further.

Local landscape character areas and seascape character areas

- 5.5.15 The Neath and Port Talbot Landscape Assessment (December 2004)⁸, undertaken by White Consultants, provides a framework for landscape planning by providing “*a clear understanding of the landscape resources which contribute to the economic and environmental qualities of the borough*”. The neighbouring Bridgend County Borough Landscape Character Assessment (July 2013)⁹ prepared by Land Use Consultants, Landscapes Working for the Vale of Glamorgan (1999)¹⁰ which was prepared by White Consultants and provides a landscape strategy for the Vale of Glamorgan and the Gower Landscape Character Assessment (March 2013)¹¹ prepared by the Gower Landscape Partnership, complete the local landscape character assessments within the study area. The relevant landscape character areas are illustrated on **Figure 5.4**. Swansea Council does not have an additional character assessment for the areas outside of the Gower Landscape Character Assessment.
- 5.5.16 Each of the local landscape documents are based on the LANDMAP process and provide an appropriate level of detail to form a starting point for further assessment, albeit they will require updating in accordance with latest LANDMAP data.
- 5.5.17 The Site straddles two neighbouring landscape character areas (LCA); LCA 50: Port Talbot Docks and Margam Works and LCA 1: Margam Marsh as defined by the Neath and Port Talbot Landscape Assessment. LCA 50 comprises large-scale heavy industry which forms the vast majority of the Site. The remaining area of the Site is located within LCA 1, which consists primarily of unmanaged marsh grassland and primarily forms the route for the underground electric cable.
- 5.5.18 In addition to these two host LCA, effects on a further 8 character areas defined by the Neath and Port Talbot Landscape Assessment that lie partially within the ZTV and study area are considered within **Section 5.7**, as follows:
- LCA 2 – Margam Burrows;
 - LCA 3 – Margam Country Park;
 - LCA 4 – Coedhirwaun;
 - LCA 5 – Coedhirwaun and open scarp tops;

⁸ https://www.npt.gov.uk/media/9005/spg_landmap_landscape_assessment_2004.pdf

⁹ <https://www.bridgend.gov.uk/media/1149/bridgend-landscape-character-assessment.pdf>

¹⁰ <https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/Landscapes-Working-for-the-Vale-1.pdf>

¹¹ <https://www.swansea.gov.uk/article/11096/Gower-Landscape-Character-Assessment-2013#:~:text=The%20Assessment%20identifies%2041%20discrete,planning%20applications%20within%20the%20AONB.>

- LCA 6 – Mynydd Brombil, Mynydd Emroch & Mynydd Dinas;
 - LCA 17 – Foel Fynyddau;
 - LCA 49 – Port Talbot, Sandfields, Baglan & Margam; and
 - LCA 52 – Margam Sands / Aberavon Sands.
- 5.5.19 A number of other character areas defined by the Neath and Port Talbot Landscape Assessment lie partially within the ZTV and study area, however, the combination of existing built form, local topography and intervening vegetation and increasing distance limit the extent of potential effects and these character areas are not considered further.
- 5.5.20 A number of character areas defined by the Bridgend County Borough Landscape Character Assessment lie partially within the ZTV and study area and would have some potential views. These are considered within **Section 5.7** and are as follows:
- LCA 12 – Newton Down Limestone Imageau;
 - LCA 13 – Porthcawl Coast and Settled Farmland;
 - LCA 14 – Kenfig Dunes and Coastline; and
 - LCA 15 – Cefn Cribwr Ridge and Settled Farmland.
- 5.5.21 A further two character areas as defined by the Gower Landscape Character Assessment lie partially within a very small extent of the ZTV and study area and are considered within **Section 5.7**. These are as follows:
- LCA 33 – Limeslade, within the Gower National Landscape; and
 - LCA 35 – Clyne Valley.
- 5.5.22 The ZTV indicates there would be no visibility of the EAF within the Vale of Glamorgan administrative boundary, which lies over 12 km from the Site, and therefore the Vale of Glamorgan landscapes are not considered further within this LVIA.
- 5.5.23 The ZTV indicates some limited visibility from the Swansea Bay National Landscape Character Areas; no local landscape character assessment has been undertaken for Swansea outside of the Gower National Landscape. This landscape receptor lies over 10 km from the nearest potential visible element of the Proposed Development, with only very limited potential views as illustrated by viewpoints 19 and 20. It is considered that the potential scale of effects on the National Landscape Character Areas would be no greater than negligible, and this character area is not considered further:
- 5.5.24 The Carmarthen Bay, Gower and Swansea Bay Local Seascape Character Assessment (November 2017)¹², prepared by White Consultants, provides an appropriate level of detail to form a starting point for further assessment of the effects of the Proposed Development on local seascape areas. These are illustrated on **Figure 5.4**.
- 5.5.25 The ZTV indicates potential visibility from the entirety of Swansea Bay which includes Seascape Character Areas (SCA) 7-9, 11-13 and 15-18. Effects on the following character areas are considered within **Section 5.7**, with baseline description provided alongside the assessment of effects for ease of reference:
- SCA 7 – Pwlldu Head to Mumbles Head;
 - SCA 8 – Swansea Bay West;

¹² https://www.npt.gov.uk/media/9034/local_seascape_character_assessment_2017.pdf

- SCA 9 – Swansea Bay – East; and
- SCA 11 – Margam to Porthcawl.

5.5.26 Outside of these character areas, the combination of existing landform, built form and limited visibility mean that effects will diminish rapidly with distance, and more distant character areas are not considered further.

Statutory landscape designations

5.5.27 The Gower National Landscape, designated for its scenic quality at a national level, is located approximately 13 km to the west of the Site. Although the Proposed Development is potentially visible from the very eastern most extents of the Gower, any potential visibility would be greatly limited by intervening distance. The Proposed Development would appear as a very small feature within wide panoramic views and would be difficult to discern separately from the existing steel works as illustrated by viewpoint 21. It is considered that effects would be negligible and the Gower National Landscape is not considered further.

Non-statutory landscape designations

5.5.28 The baseline assessment has identified three special landscape areas (SLAs) within the ZTV and study area, considered further in **Section 5.7**, as follows:

- SLA 4 Margam;
- SLA 6 Kenfig Burrows; and
- SLA 8 Porthcawl Coast.

5.5.29 It is noted that SLA 4 Margam also contains Margam Mountain Landscape of Special Historic Interest in Wales, albeit this is an historic, rather than a landscape designation. In accordance with GLVIA3 methodology, this assessment considers what this implies for landscape value in **Appendix 5.3**, but does not assess effects on setting or historic character designation, which is the place of a separate heritage assessment as provided within **ES Chapter 11: Cultural Heritage**. It is further noted that the Margam Mountain Landscape of Special Historic Interest lies completely outwith the ZTV for the Proposed Development.

Visual receptors

5.5.30 Visual receptors are *“the different groups of people who may experience views of the development”* (GLVIA3, para 6.3). In order to identify those groups who may be significantly affected the ZTV study, baseline desk study and site visits have been used.

5.5.31 The different types of groups assessed within this report encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using Public Rights of Way; or people visiting key viewpoints. In dealing with areas of settlement, Public Rights of Way and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common.

5.5.32 Representative viewpoints have been selected to aid the assessment of effects on visual receptors and are presented below in **Table 5.6** with analysis provided in **Appendix 5.4**.

Table 5.6 Representative viewpoints

No.	Name	Distance	Receptor type
1	Longland Lane/ public right of way 5/92.PT/3	Southern boundary	Walkers on public footpath
2	Tata Steel UK Limited (Tata Steel) Recreation Ground/Abbotts Close	1.1 km E	Local residents and users of recreation ground
3	Morfa Avenue, Margam	0.75 km NE	Local residents and walkers on the Wales Coast Path
4	Eglwys Nynydd Reservoir (M4)	1.45 km SE	Users of lake (private) and drivers and passengers on the M4
5	Kenfig Burrows	2.1 km S	Walkers on the Wales Coast Path
6	Porthcawl Coast	5 km S	Walkers on the Wales Coast Path
7	Wales Coast Path, Braided Route	1.9 km W	Walkers on the Wales Coast Path
8	Margam Country Park	2.6 km E	Visitors to the country park
9	Broomhill at Pen-y-cae	2.3 km N	Walkers on the Wales Coast Path and CRow access land
10	Aberavon Sands, Port Talbot	2.1 km NW	Recreational users of the beach
11	Ogwr Ridgeway/ Glamorgan Ridgeway	3.4 km E	Walkers on the long distance paths and CRow access land
12	M4 overbridge	3.9 km SSE	Users of the local road network and drivers and passengers on the M4
13	Kenfig National Nature Reserve	4.4 km SSE	Visitors to the nature reserve and walkers on the Wales Coast Path
14	High Street, Kenfig Hill	6.16 km SE	Residents and users of the local road network
15	A48, lay-by	6.44 km SE	Users of the local road network
16	Cairn at Foel Fynyddau	6.2 km NNE	Walkers on the public rights of way and CRow access land
17	Porthcawl Coast	5.8 km SE	Walkers on the Wales Coast Path
18	Swansea Parade, Blackpill	14.5 km WNW	Recreational users along the seafront and riders on Sustrans: Swansea Bike Path
19	Nicander Parade, Swansea	12.8 km NW	Residents
20	Swansea Parade, Swansea Cenotaph	13.1 km NW	Recreational users on the seafront, riders on National Cycle Network (NCN): Route 4 and walkers on the Wales Coast Path
21	Mumbles Hill Information Point	13.4 km W	Recreational walkers on Mumbles hill

No.	Name	Distance	Receptor type
22	Harbour Way	2.1 km N	Road users, riders on NCN: Route 4 and walkers on the Wales Coast Path
23	Mynydd Brombil	1.7 km NNE	Walkers on the Wales Coast Path
24	Mariner's Point	1.75 km NNW	Walkers on the Wales Coast Path
25	Cwmavon Road,	3.3 km N	Riders on NCN: Route 887

Baseline visual environment

- 5.5.33 The Site forms part of an operational steelworks which is a long-established industrial landmark in Port Talbot and Swansea Bay. It is bounded to the north, east and west by the existing and operational industrial development of the steelworks. Major structures include the continuous annealing process line (CAPL) building, to the north and east, the permanent gasholder and Morfa Coke Ovens, to the west, between the Site and the beach, and the two blast furnaces. A large lagoon is also located to the immediate west within the Site.
- 5.5.34 The Port Talbot harbour and docklands, operated by Associated British Ports is located to the north, whilst to the south, Longland Lane access track and public right of way runs from east to west along the southern boundary of the Site.
- 5.5.35 The wider surrounding area is comprised of a wide variety of different uses and character areas, including:
- West – Morfa Beach and coastline;
 - East – M4 motorway, mainline railway line and Eglwys Nunydd Reservoir beyond;
 - South – the Margam Moors, greenfield land and Kenfig Industrial Estate; and
 - North – the steelworks operated by the applicant, harbour and docklands operated by Associated British Ports.
- 5.5.36 The operational steelworks is an existing destination and major industrial landmark in Port Talbot and Swansea Bay. Major industrial buildings of significant scale and mass are common in this location of Port Talbot, including large emissions stacks and the two blast furnaces. The buildings and heavy industrial nature of the area within which they operate are integral elements of the character and appearance, and skyline, of Port Talbot.

Visual receptor groups

- 5.5.37 The following visual receptor groups are located within the study area and are likely to have visibility of the Proposed Development, as shown on the ZTV study on **Figure 5.1** and **Figures 5.1a-c**, and are considered further in **Section 5.7**:
- 5.5.38 PRoW 5/92.PT/1 to 5/92.PT/3 – (Site boundary) footpaths to the south of the Site with potential views of construction works in the adjoining fields and the EAF beyond.
- 5.5.39 Broomhill, Port Talbot – (2.3 km north) Residential properties with potential elevated views of the Proposed Development.
- Port Talbot/Margam – (0.75 km east) Residential properties in relatively close proximity of the Site;

- Swansea – (circa 12 km north-west) Residential properties on rising land to the north of the coast; and
- West Cross/Mumbles (circa 14.5 km west) Residential properties with views eastwards towards the Site.

5.5.40 There are also receptor groups which are excluded from the detailed assessment, on the basis that visual effects are likely to be Negligible, for the reasons indicated below:

5.5.41 Pyle – (4.5 km south-east) There are potential views of the Proposed Development (as indicated in the ZTV study), however, views would be limited by intervening built form and distance and would be available from very limited locations. Viewpoint 14 shows typical views from residential areas to the north of Pyle.

Key routes

5.5.42 There are a number of key routes within the study area and ZTV as follows:

- M4 motorway – (1 km, east) this route runs in a broadly north to south direction on an elevated section to the east of the Site;
- Harbour Way (A241) – (0.4 km east) this route runs in a broadly north to south direction to the east of the Site; and

5.5.43 A48 - (0.8 km east) this route runs in a broadly north to south direction to the east of the Site.

5.5.44 These routes are considered further in **Section 5.7**.

5.5.45 The Swansea to London mainline rail route passes within 1 km of the east of the Site. The routes pass through areas of townscape and adjacent to existing tall industrial buildings and vegetation. Any potential glimpses would be negligible in effect and this receptor is not considered further.

Recreational routes

5.5.46 As shown on **Figure 5.7** a number of recreational routes lie within the ZTV and study area.

- Wales Coast Path, broadly follows the coastline but heads inland at Margam, skirting the south eastern boundary of the Site;
- Ogwr Ridgeway/Glamorgan Ridgeway, (2.7 km east) follows a broadly east to west route starting in Margam Park;

5.5.47 NCN Route 4 (0.7 km west) runs broadly north to south through Port Talbot before following the sweep of Swansea Bay to the west;

- NCN Route 887 (2.5 km north) extends to the north-east of Route 4 in the Cwm Valley; and
- Sustrans: Swansea Bike Path (15 km west) extends to the south of Route 4 from Blackpill to Mumbles.

5.5.48 These routes are considered further in **Section 5.7**.

Other recreational and/or tourist receptors

5.5.49 Other recreational receptors within the study area and ZTV are indicated on **Figure 5.1**. The recreational receptors listed below are considered further within this assessment:

- Margam Park (1.2 km east) is open to the public to visit the house and gardens and the wider deer park which contains open access land and popular walking routes;
- Talbot Memorial Park (1.5 km north) urban park open to the public for recreational and sports use;
- Aberavon Sands (2.1 km north-west) popular for local recreational use;
- Kenfig National Nature Reserve Viewpoint 13 (4.4 km south-south-east) popular tourist and recreational attraction that provides access to Kenfig Sands;
- Porthcawl Rest Bay Beach (7 km south) popular tourist and recreational attraction;
- Swansea Parade/Swansea Beach (13.1 km north-west) popular recreational waterfront;
- Blackpill (14.5 km west-north-west) popular recreational waterfront; and
- Mumbles Hill Local Nature Reserve (13.4 km west) within the Gower National Landscape.

Specific viewpoints

5.5.50 The area is a popular visitor location and the following specific viewpoints are included within the assessment as shown on **Figure 5.1**:

- Viewpoint 11 (3.4 km east) Bro Stone at The Pulpit View Point, Margam Park;
- Viewpoint 16 (6.2 km north-north-east) Cairn at Foel Fynyddau; and
- Viewpoint 17 (5.8 km south-east) south of Sker Point has iconic views of the 'Yellow House'.

5.5.51 These viewpoints are considered further in **Section 5.7**.

Future environmental baseline

5.5.52 **Appendix 5.1** determines that the future baseline, where relevant, incorporates any anticipated natural change to the landscape (e.g. change to land cover through natural regeneration or forestry rotation), and also in the case of built development, changes which are considered certain or likely to happen (including consented proposals which are not yet present in the landscape, but which are expected to be constructed). These may or may not be included as part of the landscape and visual baseline depending on individual project circumstances. Where the future baseline differs from the current baseline, it is clearly stated in the LVIA which baseline has been adopted for the assessment of effects and a rationale for the approach taken is provided as necessary. This is further addressed in **Section 5.10**.

5.5.53 As part of the Cumulative Assessment, the applicant team has determined a Zone of Influence for each environmental factor considered within the Environmental Statement.

The Zone of Influence for Landscape and Visual is a study area of broadly 7 km offset from the Site boundary.

- 5.5.54 The following schemes have been identified within the study area, or just beyond it, and will be included as part of the cumulative assessment work:
- P2014/0825, Foel Trawsnant Bryn Port Talbot – 11 wind turbines 7 km north of the Site boundary;
 - P2022/0470, Land at Baglan Way Port Talbot – Erection of an industrial unit, 4.5km north;
 - P2021/1255, Land off J38 of the M4, Margam – Metal processing facility, 0.85 km north;
 - P2023/0858, Crown Wharf Port Talbot Docks Port Talbot SA13 1RA (Project Dragon) - Demolition of existing structures and erection of a Sustainable Aviation Fuel (SAF) production facility, 1.3 km north-west;
 - DNS/3264571, Y Bryn Wind Farm – Installation of up to 18 wind turbines, 1 km north-east;
 - DNS CAS-03018-G7G6H7, Mynydd Ty-Talwyn Energy Park – Installation of up to 10 wind turbines and ground mounted solar photovoltaic modules, 5.5 km east; and
 - DNS CAS-01977-L5K6R7, Eirlys Solar Farm – Proposed 79MW solar farm, 4 km north.
- 5.5.55 Following project-related discussions with National Grid, the proposed extension of the National Grid Margam substation and construction of a cable route outside of the Site will be included in the Cumulative Assessment. The P Field site compound application submitted by Tata Steel UK Limited (Tata Steel) prior to the EAF application is also be considered in **Section 5.10**.

5.6 Project characteristics and embedded mitigation

- 5.6.1 This section of the assessment considers the fit with guidance provided in respect of visual impact and landscape character. Design policy and guidance notes the importance of respecting character.
- 5.6.2 The Proposed Development would introduce a new element into the Site that is entirely in keeping with the existing LCA 50: Port Talbot Docks and Margam Works landscape.
- 5.6.3 The construction of the project would take place over a time period of just over two years, indicatively described as commencing mid-2025 with construction completed in late 2027. A detailed description of the construction is provided in **ES Chapter 2: Proposed Development** of **ES Volume 2** of the ES and is not repeated here.
- 5.6.4 The EAF is proposed to be located to the south and east of the large lagoon area, adjacent to and partly within the existing steel making buildings ('BOS plant') which would be refurbished. The Proposed Development would be of a similar, albeit generally subservient scale to the existing plant buildings, with just a single chimney to its northernmost edge being taller, at a maximum height of 83.7 m AOD.
- 5.6.5 Scrap metal and other raw materials required for steel making would be received on to Site via the existing railway system. The various materials would be tipped into bays for use in processing, with potential foreign materials separated for recycling or disposal.

- 5.6.6 A new internal road network would be created by way of a combination of existing roads to be widened and new roads to facilitate the movement of scrap, which would be fed into the EAF on a continuous basis. The steel slab produced would be transferred to existing stockyards to the west of the rolling mills.
- 5.6.7 There are two major waste streams from the steel making process, which are EAF dust and EAF slag, both of which can potentially be recycled.
- 5.6.8 In order to power the new facility upgrades are required to the existing electrical distribution network. A new substation within the Site is considered as part of the Proposed Development whilst an extension to the existing National Grid substation to the east of the Site is considered as part of the assessment of cumulative effects in **Section 5.10**.
- 5.6.9 The proposed embedded mitigation is considered inherent within the siting and design of the scheme. The Proposed Development is located firmly within the existing industrial area of the Site and makes use of existing transport infrastructure. It will therefore largely be perceived as part of the existing Site infrastructure and works, rather than an altogether new development. The scale of the proposals will not extend the working area of the Site and the height and massing of buildings will be subservient to existing plant and buildings, with the exception of the chimney as described above. New lighting will be designed to minimize light spillage whilst providing a safe working environment, noting that the steel works is already a well-lit feature within the views. Potential mitigation in the form of a noise barrier has also been considered within the maximum parameters model and assessment of landscape and visual effects.
- 5.6.10 Inevitably, there will be some loss of habitats within the Site as a result of the construction process. In the short-term this would involve the loss of open mosaic habitat within the steel works and coastal floodplain grazing marsh to the southern fields required for electrical cable installation. However, the Proposed Development would provide opportunities to undertake green and blue infrastructure improvements, which would provide a significant biodiversity net gain as detailed within the **ES Chapter: 8 Biodiversity** and illustrated on the landscape proposals in **ES Appendix 2.5**.
- 5.6.11 Overall, it is considered that the embedded mitigation is sufficient to mitigate all potentially significant landscape and visual effects and no further secondary or tertiary mitigation would be required.

5.7 Assessment of potential effects

- 5.7.1 This section sets out the effects that the Proposed Development would have on landscape and visual receptors. Effects during construction and for the operational development are considered for each landscape and visual receptor.

Sensitivity of receptors

Sensitivity of landscape receptors

- 5.7.2 In order to inform the assessment of likely significant effects on landscape character, a landscape sensitivity appraisal has been undertaken considering the detailed landscape susceptibility and value criteria, which combine to determine landscape sensitivity to the type of development proposed. The appraisal has drawn upon observations contained

within the Neath Port Talbot Landscape Assessment and detailed LANDMAP information (as summarised in **Appendix 5.3**) and SLA identified in TACP (2011); as well as observations made in the field during the baseline assessment of landscape character.

- 5.7.3 The detailed landscape sensitivity appraisal is presented in **Appendix 5.3**. The principal findings of the appraisal are summarised below in **Table 5.7**.

Table 5.7 Summary of landscape sensitivity

Landscape	Value	Susceptibility	Sensitivity
Neath and Port Talbot landscape assessment			
LCA 50: Port Talbot Docks and Margam Works	Community	Low	Low
LCA 1: Margam Marsh	Regional/ community	Low	Low
LCA 3: Margam Country Park	Regional	Low	Medium/low
LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas	Regional	Low	Medium/low

Sensitivity of visual receptors

- 5.7.4 The visual receptor groups identified in **Section 5.5** are to be taken forward for further assessment in **Section 5.7**. The sensitivity of these receptors groups varies and is identified in **Table 5.8** below.
- 5.7.5 Visual receptor locations are shown on **Figures 5.1a to 5.1c**.

Table 5.8 Summary of visual receptor sensitivity

Visual receptor	Value	Susceptibility	Sensitivity
Settlement			
Broomhill at Pen-y-cae	Community	High	High/medium
Main roads			
M4 Motorway	Regional	Low	Medium/low
Recreational Routes			
Wales Coast Path, Ogwr Ridgeway, Glamorgan Ridgeway	Regional	High	High/medium
Recreational Receptors			
Margam Park	Regional	High	High/medium
Talbot Memorial Park	Regional	High	High/medium
Aberavon Sands	Community	High	High/medium
Kenfig National Nature Reserve	Regional	High	High/medium
Porthcawl Rest Bay Beach	Regional	High	High/medium
Swansea Parade/Swansea Beach	Regional	High	High/medium

Visual receptor	Value	Susceptibility	Sensitivity
Blackpill	Regional	High	High/medium
Mumbles Hill Local Nature reserve	National	High	High
Public rights of way			
Footpaths 5/92.PT/1, 5/92.PT/2, 5/92.PT/3	Community	High	High/medium
Viewpoints			
Viewpoint 11, Bro Stone	Regional	High	High/medium
Viewpoint 16, Cairn at Foel Fynyddau	Community	High	High/medium
Viewpoint 17, south of Sker Point	Regional	High	High/medium

Viewpoint analysis

- 5.7.6 Viewpoint analysis has been undertaken from a total of 25 viewpoints. The viewpoint locations are illustrated on **Figure 5.1**. The visualisations (comprising photographs of the existing view, wireframes and photomontages) are illustrated with reference to the same 25 viewpoints in **Figure 5.9 a, b, c** to **5.33 a, b, c**. These viewpoints have been selected as representative of the visual receptors (people) considered most likely to experience potentially significant visual effects.
- 5.7.7 The full viewpoint analysis is contained within **Appendix 5.4**. The findings are summarised below in **Table 5.9**. In each case, distances are listed in relation to the nearest Site boundary.
- 5.7.8 Please note that **Appendix 5.4** considers the nature of changes to character and views at each viewpoint location only. The scale and sensitivity of receptors and wider extent of the effect (beyond the individual viewpoint location) and its duration are considered in the main body of the assessment text below as part of the consideration of the magnitude and significance of effects.

Table 5.9 Viewpoint analysis summary

No.	Name	Distance	Scale of landscape change	Scale of Visual Change
1	Longlands Lane/PRoW 5/92.PT/3 LCA 1: Margam Marsh	Southern boundary	Medium/ small	Medium
2	Tata Steel UK Limited (Tata Steel) Recreation Ground/Abbotts Close. LCA 49: Port Talbot, Sandfields, Baglan and Margam	1.1 km east	Negligible	Negligible
3	Morfa Avenue, Margam/ Wales Coast Path. LCA 49: Port Talbot, Sandfields, Baglan and Margam	0.75 km north-east	Negligible	Negligible
4	Eglwys Nunydd Reservoir (M4) LCA 1: Margam Marsh	1.45 km south-east	Negligible	Small/ Negligible

No.	Name	Distance	Scale of landscape change	Scale of Visual Change
5	Kenfig Burrows and Wales Coast Path SCA 11: Margam to Porthcawl	2.1 km south	Negligible	Small/negligible
6	Porthcawl Coast/ Wales Coast Path LCA 14: Kenfig Dunes and Coastline	5 km south	Negligible	Small/negligible
7	Wales Coast Path. LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas	1.9 km east	Small	Medium/small
8	Margam Country Park LCA 3: Margam Country Park	2.6 km east	Negligible	Small/negligible
9	Broomhill at Pen-y-cae. LCA: 49 Port Talbot, Sandfields, Baglan and Margam	2.3 km north	Negligible	Small to small/negligible
10	Aberavon Sands, Port Talbot LCA: 52 Aberavon Sands	2.1 km north-west	Negligible	Small/negligible
11	Ogwr Ridgeway Walk/ Glamorgan Ridgeway Walk LCA3: Margam Country Park	3.4 km east	Small/negligible	Small to small/negligible
12	M4 overbridge LCA Urban - Pyle	3.9 km south-south-east	Small/negligible	Small to small/negligible
13	Kenfig National Nature Reserve, Wales Coast Path. LCA 14: LCA 14 – Kenfig Dunes and Coastline	4.4 km south-south-east	Small/negligible to negligible	Small to small/negligible
14	High Street, Kenfig Hill LCA: Urban - Pyle	6.16 km south-east	Negligible	Negligible
15	A48, lay-by. LCA 12: Newton Down Limestone Plateau	6.44 km south-east	Negligible	Negligible
16	Cairn at Foel Fynyddau LCA 17: Foel Fynyddau	6.2 km north-north-east	Negligible	Small/negligible
17	Porthcawl Coast, Wales Coast Path LCA 13 – Porthcawl Coast and Settled Farmland	5.8 km south-east	Negligible	Negligible
18	Swansea Parade, Blackpill LCA 35: Clyne Valley	14.5 km west-north-west	Negligible	Negligible
19	Nicander Parade, Swansea NLCA 38: Swansea Bay	12.8 km north-west	Negligible	Negligible

No.	Name	Distance	Scale of landscape change	Scale of Visual Change
20	Swansea Parade, Swansea Cenotaph NLCA 38: Swansea Bay	13.1 km north-west	Negligible	Negligible
21	Mumbles Hill Information Point LCA 33: Limeslade	13.4 km west	Negligible	Negligible
22	Harbour Way, National Cycle Route 4 LCA 50: Port Talbot Docks & Margam Works	2.1 km north	Negligible	Negligible
23	Wales Coast Path near Mynydd Brombil LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas	1.7 km north-north-east	Small/negligible to negligible	Small to small/negligible
24	Wales Coast Path at Mariner's Point LCA 49: Port Talbot, Sandfields, Baglan and Margam	1.75 km north-north-west	Negligible	Small/negligible
25	Cwmavon Road, National Cycle Route 887. LCA 49: Port Talbot, Sandfields, Baglan and Margam	3.3 km north	Negligible	Negligible

5.7.9 From the viewpoint analysis it can be seen that the distribution of effects would be as outlined below.

Effects on character

5.7.10 Effects on landscape character would be greatest on the host landscape character area as follows:

- Up to medium/small scale effects would be limited to the Site and the fields of coastal marshes which partly contain the Site to the north of Longland Lane where the Proposed Development would be noted as an addition to the existing industrial complex.
- Effects would reduce rapidly to small scale beyond approximately 0.5 km from the Site as visibility would often be restricted by intervening vegetation or built form and the Proposed Development viewed within the context of the wider industrial complex it would form part of.
- Effects on landscape character are judged to be less than small beyond 3.5 km from the Site as the Proposed Development would increasingly be viewed as a minor addition to industry on the coastal plain.
- Beyond 5 km the Proposed Development would be virtually indistinguishable from existing industry and the scale of effects on landscape character are judged to be negligible.

Effects on views

5.7.11 Effects on views would be greatest on receptors within the immediate vicinity of the Site as follows:

- Walkers on Longland Lane, PRoW 5/92.PT/3, representative of local footpaths users, who would experience up to medium scale visual effects as a result of near to middle distance views in the context of an existing industrial landscape.
- It should be noted that a large number of visual receptors, including large areas of Margam and Port Talbot, would experience very limited views of the Proposed Development to within this 2 km buffer, due to screening by intervening existing townscape and industrial development.

5.7.12 The scale of effects would reduce beyond this area as follows:

- Walkers on the Wales Coast Path within 2 km of the Site, representative of recreational walkers on footpaths and countryside and rights of way (CroW) open access land above the scarp, who would experience medium/small scale visual effects as a result of middle distance views in the context of an existing industrial landscape,
- Beyond approximately 2 km from the Site, the Proposed Development is increasingly viewed as a smaller element within a large industrial complex and visual effects reduce to at most small scale.
- Beyond approximately 5 km from the Site the Proposed Development becomes difficult to distinguish from the existing industrial complex and the scale of effects would reduce to negligible.

Effects on landscape character

5.7.13 Descriptions for each of the assessed character areas/types are briefly summarised below, along with further observations from site based work.

5.7.14 Based on the assessments of the scale of effects at viewpoints as set out above, some of the character areas identified would experience negligible effects and do not require detailed assessment:

- Neath Port Talbot Council LCA 2: Margam Burrows (50 m south), although lying close to the Site, visibility is limited from within this character area by intervening vegetation and local landform and effects would be less extensive than indicated by the ZTV study.

5.7.15 Neath Port Talbot Council LCA 4: Coedhirwaun (2.7 km east), visibility is even more limited than that indicated by the ZTV on this gently rising landform due to intervening woodland belts and intact hedgerows;

- Neath Port Talbot Council LCA 5: Coedhirwaun and open scarp tops (3.3 km east), the focus of views is out to Swansea Bay, potential visibility of a limited extent of the scrap facility to the southern extents of the Site due to intervening scarp slopes to the north-west;
- Neath Port Talbot Council LCA 17: Foel Fynyddau (5 km north), due to intervening distance and landform, visibility is limited from within this character area as illustrated by viewpoint 16;
- Neath Port Talbot Council LCA 49: Port Talbot, Sandfields, Baglan & Margam (0.5 km east), although relatively close to the Site, views are predominantly screened by intervening townscape and steel works as illustrated by viewpoints 2, 3, 24 and 25;
- Neath Port Talbot Council LCA 52: Margam Sands/Aberavon Sands (50 m west), although lying close to the Site, views tend to be focused seawards and the beach lies beyond a raised berm which substantially reduces visibility into the industrial complex;

- Bridgend County Borough Landscape Character Assessment LCA 13: Porthcawl Coast and Settled Farmland (5 km south), due to intervening distance and the low lying and undulating nature of the landscape, visibility is limited from within this character area as illustrated by viewpoint 17 and potential effects would be less extensive than indicated by the ZTV study;
- Bridgend County Borough Landscape Character Assessment LCA 14: Kenfig Dunes and Coastline (1.3 km south), due to the characteristic dunes, visibility is limited from within this character area as illustrated by viewpoints 5 and 6 and potential effects would be less extensive than indicated by the ZTV study;
- Bridgend County Borough Landscape Character Assessment LCA 15: Cefn Cribwr Ridge and Settled Farmland (5.8 km east-south-east), the ZTV indicates limited visibility and the Proposed Development would be viewed at considerable distance in context of the larger existing industrial complex;
- Glamorgan Landscape Character Assessment LCA 33: Limeslade (13.5 km west), due to intervening distance, visibility is limited from within this character area and the Proposed Development is only a very small feature within wide panoramic views as illustrated by viewpoint 21;
- Glamorgan Landscape Character Assessment LCA 35: Clyne Valley (15.2 km west), due to intervening distance, visibility is limited from within this character area and the Proposed Development is only a very small feature within wide panoramic views as illustrated by viewpoint 18;
- SCA 7: Pwlldu Head to Mumbles Head (10 km west) due to distance, visibility is limited from within this character area and the Proposed Development would appear as only a very small feature within wide panoramic views which would be similar to viewpoint 21;
- SCA 8: Swansea Bay West (8.5 km west) due to distance, visibility is limited from within this character area and the Proposed Development would appear as only a very small feature within wide panoramic views which would be similar to viewpoints 18 and 20;
- SCA 9: Swansea Bay East (0.5 km west) this area is largely frequented by commercial vessels serving the docks and steel works and much less used for leisure than the bay to the west and south. The seascape is already heavily influenced by industry and has the potential to accommodate the proposed scale of development which would be difficult to discern separately and would be limited to the upper levels of Proposed Development; and
- SCA 11: Margam to Porthcawl (0.5 km west) the coast and beaches to the south are well used for leisure and have existing views of the steel works illustrated by viewpoint 17. Where the seascape is already influenced by industry it also has the capacity to accommodate the type of development proposed and the Proposed Development would be difficult to discern separately.
- In each case, due to a combination of increasing distance and/or screening by intervening built form, vegetation or landform it is considered that the potential scale of effects would be no greater than negligible, and these character areas are not considered further.
- In addition, the following SLAs fall within LCAs where effects, based on the assessments of the scale of effects at viewpoints as set out above, would be negligible and do not require detailed assessment:
 - o SLA 6: Kenfig Burrows; and
 - o SLA 8: Porthcawl Coast.

5.7.16 The SLA: 4 Margam is considered in the assessment below.

Landscape character construction effects

- 5.7.17 Potential effects during the construction phase are generally assessed as lower in magnitude than operational stage due to the temporary and short-term nature of the works. This is generally the case despite the fact that the scale of effect may be somewhat greater as a result of the increased level of activity and the presence of potentially more prominent features such as cranes and temporary lighting.

Predicted construction effects

LCA 50 Port Talbot Docks and Margam Works:

- 5.7.18 As shown on **Figure 5.4**, this character area includes the majority of the Site to its southern half, whilst extending a further 3 km to the north to the Port Talbot Docks which would be free of works.
- 5.7.19 Key characteristics are identified within Neath and Port Talbot Landscape Character Assessment as:
- *“Industrial area sited on coastal plain.*
 - *Dominance of steel works.*
 - *Development of smaller commercial units.*
 - *Docks constitute large expanse of water.”*
- 5.7.20 The landscape is consistently one of a working industrial zone contained within the flat coastal plain between the scarp face and Swansea Bay, described in the Neath and Port Talbot Landscape Character Assessment as dominating the “*seaward landscape*” views, and as a historical area of steel works in which the “... *character of the area is dominated by overpowering and noisy heavy industry*”. These characteristics would remain intact as a result of the Proposed Development, and, as identified in **Table 5.7** above and within **Appendix 5.3**, the susceptibility of this character area is judged to be low as an area already defined by large-scale heavy industry.
- 5.7.21 As described within **Appendix 5.3**, the landscape within this character area is judged to be of community value. The landscape is inaccessible to the public and consists of predominantly brownfield and industrial land. It is described as ‘*noisy*’ and ‘*threatening*’ with no attractive views into or out of the area in the LANDMAP Visual and Sensory assessment. Considering susceptibility and value together the sensitivity is judged to be low.
- 5.7.22 As identified in detail within **Appendix 5.4**, there would be at most a large to medium scale change within the existing steelworks as a result of the construction of the new EAF and development of the scrap facility including the proposed noise barrier. These effects would be experienced to a wide to intermediate extent within the host landscape, judged of low sensitivity as described above.
- 5.7.23 Short-term impacts from the construction stage development would be of moderate to slight magnitude, and **minor (not significant)** effect on the LCA. The nature of effect is considered to be **adverse**, as there would be a small perceived loss of habitat within the Site.

LCA 1 Margam Marsh

- 5.7.24 As shown on **Figure 5.4**, this character area contains a relatively small area of the Site to its northern extents, much of which is made up of the route for the underground cable. The landscape to the south of Longland Lane that adjoins the working landfill remains outside of the Site area.
- 5.7.25 Key characteristics are identified within Neath and Port Talbot Landscape Character Assessment as:
- “Flat wetland pasture, veined with drainage ditches and with significant wetland vegetation.*
Strong visual influence of surrounding heavy industry.
Largest area of inland still water within the County Borough.
Significant areas of marsh, eutrophic water and wetland habitats, with SSSI designation.
Historically and culturally linked to Margam Abbey.
Eglwys Nunydd reservoir is a significant leisure facility for sailing.”
- 5.7.26 The landscape consists primarily of low-lying reclaimed pasture, and, although retaining some historic field pattern, is nevertheless characterised by views of industry and electrical infrastructure, described by the Neath and Port Talbot Landscape Character Assessment in terms of, *“The skyline to the south is dominated by numerous electric pylons and to the west by the steelworks...”* The Proposed Development would therefore occur within an area already heavily influenced by large-scale heavy industry, and, as identified in **Table 5.7** above and within **Appendix 5.3**, the susceptibility of this character area is judged to be low.
- 5.7.27 As described within **Appendix 5.3**, the landscape within this character area is judged to be of regional/community value. The landscape is partially accessible to the public and has some ecological and blue/green infrastructure value. However, the scenic quality is described as low with, *“...discordant patterns and disruptive landscape elements with poor views to adjacent detractors’* within the LANDMAP Visual and Sensory assessment. Considering susceptibility and value together the sensitivity is judged to be low.
- 5.7.28 As identified in **Paragraph 5.7.1010** above, and in detail within **Appendix 5.4**, there would be at most medium scale effects at the level of the Site as the proposed security fences are erected, underground cable laid and works to the neighbouring LCA 50 create considerably increased activity. These effects would be experienced to an intermediate extent within the landscape, judged of low sensitivity as described above.
- 5.7.29 Short-term impacts from the construction stage development would be of moderate to slight magnitude, and **moderate/minor (not significant)** effect on the LCA. The nature of effect is considered to be **adverse**, as there would be a small perceived loss of habitat within the Site.

LCA 3 Margam Park

- 5.7.30 As shown on **Figure 5.4**, this character area lies approximately 1.2 km to the east of the Site, lying below and on the scarp slope. The landscape to the south consists of the lowland area which rises along the scarp slope to the plateau to the north and east.
- 5.7.31 Key characteristics are identified within Neath and Port Talbot Landscape Character Assessment as:

- *“Mature parkland designated Grade 1 in the Register of Landscape, Parks and Gardens of Special Historic Interest in Wales, owned and managed as a public park.*
- *Remains of Margam Abbey, dating from 12th century, emphasising Cistercian influence.*
- *Parish church of St Mary’s, 18th century Orangery and 19th century, Tudor – Gothic, Margam Castle, set in picturesque and sheltered location.*
- *Breast plantations are a dominant feature on the scarp slope above the park.*
- *Significant tourist / visitor attraction.”*

5.7.32 The landscape to the south consists of the lowland designed parkland and contains Margam Castle and considerable mature woodland, whilst the scarp slope and upland to the north and east consists of the more open landscape of the deer parks. This is a rich historic landscape, but one in which the Neath and Port Talbot Landscape Character Assessment notes that, *“To the west modern developments such as the Port Talbot steelworks have dramatically altered the original historic setting.”* The Proposed Development would therefore occur within a wider landscape that is already heavily influenced by large-scale heavy industry, and, as identified in **Table 5.7** above and within **Appendix 5.3**, the susceptibility of this character area is judged to be low.

5.7.33 As described within **Appendix 5.3**, the landscape within this character area is judged to be of Regional value. The landscape is accessible to the public and has considerable historic value that has influenced the development of the landscape in terms of the prehistoric hillfort and the later parkland, gardens and deer park. Scenic quality is described as high with, *“... with ‘distinct landscape features and important aesthetic factors and attractive views both in and out (of historic buildings within and scarp slopes out); and detractive views out onto industrial units...”* within the LANDMAP Visual and Sensory assessment. Considering susceptibility and value together the sensitivity is judged to be medium/low.

5.7.34 As identified in **Paragraph 5.7.10** above, and in detail within **Appendix 5.4**, there would be small scale effects as a result of experiencing views of work to the LCA 50 industrial landscapes. These effects would be experienced to a localised extent within the landscape, primarily in the construction of the EAF, scrap facility, noise barrier and associated infrastructure, from the upper deer park, judged of medium/low sensitivity as described in detail in **Appendix 5.3**.

5.7.35 Short-term impacts from the construction stage development would be of slight to negligible magnitude, and **minor (not significant)** effect on the LCA. The nature of effect is considered to be **adverse** as a result of the perception of construction work from within a relatively tranquil and natural environment, albeit there are already views of the existing industrial complex.

LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas

5.7.36 As shown on **Figure 5.4**, this character area lies approximately 1.0 km to the east of the Site, on the scarp slope and open scarp tops above Port Talbot. The scarp slope rises steeply above the coastal plain and is incised dramatically by the Afan and Dyffryn Valleys.

5.7.37 Key characteristics are identified within Neath and Port Talbot Landscape Character Assessment as:

- *“Steep slopes with rounded plateau tops.*
- *Unenclosed slopes are dominant with bracken cover.*
- *That provides plateau tops comprising of sheep grazed pasture, enclosed by broken down walls and post & wire fences.*
- *Provides a solid backcloth and prominent landform adjacent to the coastal plain.*
- *Upland character contrasts with settlements and industry of the coastal plain.*
- *Wide views and sense of exposure from higher elevations.*
- *A wealth of multi-period activity, evident from the sites present – Bronze Age cairns, Pillow mounds.*
- *The area is untrammelled by industrial exploitation.”*

- 5.7.38 This is a large scale landscape that provides a prominent setting to the coastal plain below. A highly open landscape with *“...an exposed upland feel, contrasting with the settled coastal plains below.”* (Neath and Port Talbot Landscape Character Assessment). The Proposed Development would form part of existing views of the industrialised coastal plain in wider views across Swansea Bay, *“The sense of exposure continues above the scarp edge, where the convex slopes of upland sheep grazed landscape, contained by broken down walls and fences, provides wide views across Swansea Bay”* (Neath and Port Talbot Landscape Character Assessment). Susceptibility of this character area, as identified in **Table 5.7** above and within **Appendix 5.3**, is judged to be low.
- 5.7.39 As described within **Appendix 5.3**, the landscape within this character area is judged to be of Regional value. The landscape is regionally valued as a Special Landscape Area which is well preserved and intact in terms of its upland pastoral landscape, albeit a wind farm is located in the largest parcel. It is a landscape which is accessible to the public and has considerable cultural value that has influenced the development of the landscape as, *“... a well-preserved landscape of enclosed upland, untouched by modern forestry plantation.”* Scenic quality is described as moderate, with *‘strong, simple, pleasant patterns with simple landscape features.’* There are attractive views in terms of *‘vast views to the southwest and out to Swansea Bay’*; and detractive views out *‘across industry to the west’* within the LANDMAP Visual and Sensory assessment. Considering susceptibility and value together the sensitivity is judged to be medium/low.
- 5.7.40 The LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas would experience medium to small scale effects as a result of somewhat open views of the construction of the EAF, scrap facility, noise barrier and associated infrastructure, albeit at some distance and within panoramic views of the existing industrial complex. These effects would be experienced to a wide extent within the landscape, judged of medium/low sensitivity as described above.
- 5.7.41 Short-term impacts from the construction stage development would be of slight magnitude, and **moderate/minor to minor (not significant)** effect on the LCA. The nature of effect is considered to be **adverse** as a result of the perception of construction work from within a relatively tranquil and natural environment, albeit there are already views of the existing industrial complex.

SLA 4: Margam

- 5.7.42 As shown on **Figure 5.6**, the SLA lies approximately 1.0 km to the east of the Site, encompassing a number of LCAs, including LCA 3 and LCA 6 as described above.
- 5.7.43 The SLA is described as providing, “...*protection for the high quality landscape... a unique landscape which includes Margam Park and Margam Castle with Margam Mountain as the backdrop and a visually prominent landmark from the M4 and associated transport routes.*” Further to this it adds, “...*protection against further inappropriate development in a location which serves as a prominent gateway to the County Borough from the east.*” The Primary Landscape Qualities and Features note the scenic quality of the area of relevance in terms of:
- “*The scenic quality of the area is enhanced by the historic buildings of the Park and the backdrop of scarp creating a sheltered setting which link visually and provide the integrity of the whole... the historic core and deer park make this area unique in the County.*”
- 5.7.44 Although none of the Key Policy and Management Issues are specifically relevant to the Proposed Development, it is noted that:
- “*The landscape and visual context must be considered and adequate mitigation, enhancement included if any large scale coal workings are taken forward.*”
- 5.7.45 This landscape varies in openness and scale, being more intimate and enclosed to Margam Park and larger and more open from the plateau; much of the mountain is forested and has no or limited views out. Overall, it provides a prominent setting to the coastal plain below.
- 5.7.46 Sensitivity is considered as medium/low as per the two LCA within its boundary. Indirect impacts on the SLA relevant to any key characteristics will be very limited and primarily as those for the LCA 3 and LCA 6 as described above. Overall, it is judged that the SLA would experience small scale effects as a result of the changes to within the existing industrial complex, as a result of the construction of the EAF, scrap facility, noise barrier and associated infrastructure. These effects would be experienced to a localised extent within the landscape, judged of medium/low sensitivity as described above.
- 5.7.47 Short-term impacts from the construction stage development would be of slight to negligible magnitude, and **minor (not significant)** effect on the SLA. The nature of effect is considered to be **adverse** as a result of the perception of construction work from within a relatively tranquil and natural environment, albeit there are already views of the existing industrial complex.

Proposed additional mitigation

- 5.7.48 There is no proposed additional mitigation required during the construction stage as all predicted effects are judged not significant.

Residual construction effects

- 5.7.49 The level of residual construction effects on all landscape areas would remain **not significant** as per the predicted construction effects described above.

- 5.7.50 The nature of effect is judged **adverse** in all cases due to the nature of the construction work activity.

Landscape character operational effects

Predicted operational effects

LCA 50 Port Talbot Docks and Margam Works

- 5.7.51 Based on the assessments of the scale of effects as set out at **Paragraph 5.7.1010** above, there would be at most a medium scale change at the level of the Site as the Proposed Development would be perceived as a relatively modest addition to an already industrialised landscape. These effects, as a result of the operational EAF, scrap facility, noise barrier and associated infrastructure, would be experienced over a wide to intermediate extent within the host landscape, judged of low sensitivity as described above.
- 5.7.52 Operational effects would be of moderate magnitude, and **moderate/minor (not significant)** effect on the LCA. The nature of effect is considered to be neutral, as the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in a substantial biodiversity net benefit within the Site.

LCA 1 Margam Marsh

- 5.7.53 The host landscape would experience small scale effects at the level of the Site as a result of changes primarily experienced to a neighbouring landscape that would not markedly change the scale of industrial development in view. These effects, as a result of the operational EAF, scrap facility, noise barrier and associated infrastructure, would be experienced over an intermediate extent within the landscape, judged of low sensitivity as described in detail above.
- 5.7.54 Operational effects would be of moderate to slight magnitude, and **minor (not significant)** effect on the LCA. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows and a substantial biodiversity net benefit within the Site, the introduction of new security fencing and the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

LCA 3 Margam Country Park

- 5.7.55 The more elevated upper park landscape would experience small scale effects as a result of the relatively minor perceived changes to LCA 50; these effects would reduce to negligible to within the lowland parkland from where only the tallest infrastructure would be visible. Overall, it is considered that effects would be small to negligible scale. These effects, as a result of the operational EAF, scrap facility, noise barrier and associated infrastructure, would be experienced over an intermediate extent within the landscape, judged of medium/low sensitivity as described above.
- 5.7.56 Operational impacts would be at most of slight magnitude, and **minor (not significant)** effect on the LCA. Although the Proposed Development would not be perceived as incongruous within elevated views, and the proposed landscape strategy would result in

restoration of the grazing meadows and a substantial biodiversity net benefit within the Site, the introduction of the scrap storage would be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas

- 5.7.57 The LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas would experience at most small scale effects as a result of somewhat open views of the Proposed Development albeit at some distance and within the wider panorama of Swansea Bay. These effects, as a result of the operational EAF, scrap facility, noise barrier and associated infrastructure, would be experienced to a wide extent within the landscape, judged of medium/low sensitivity as described above.
- 5.7.58 Operational impacts would be of moderate to slight magnitude, and **moderate/minor (not significant)** effect on the LCA. Although the Proposed Development would not be perceived as incongruous within elevated views, and the proposed landscape strategy would result in restoration of the grazing meadows and a substantial biodiversity net benefit within the Site, the introduction of the scrap storage would be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

SLA 4: Margam

- 5.7.59 The SLA4: Margam would experience small to negligible scale effects as a result of the indirect changes to the Site primarily perceived from the plateau just above the scarp face. These effects, as a result of the operational EAF, scrap facility, noise barrier and associated infrastructure, would be experienced to a localised extent within the landscape, judged of medium/low sensitivity as described above.
- 5.7.60 Operational impacts would be of slight to negligible magnitude, and **minor (not significant)** effect on the SLA. Although the Proposed Development would not be perceived as incongruous within elevated views, and the proposed landscape strategy would result in restoration of the grazing meadows and a substantial biodiversity net benefit within the Site, the introduction the scrap storage would be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

Proposed additional mitigation

- 5.7.61 There is no proposed additional mitigation required during the operational stage of the Proposed Development as all predicted effects are judged **not significant** in nature.

Residual operational effects

- 5.7.62 The level of residual operational effects on all landscape areas would remain **not significant** as per the predicted construction effects described above.

Effects on visual receptors

- 5.7.63 Based on the assessments of the scale of effects at viewpoints as set out at **Paragraphs 5.7.11 to 5.7.12** above, the following visual receptors would experience negligible effects and do not require detailed assessment:

Receptor Groups:

- Port Talbot/Margam – (0.75 km east), the existing steel works would limit potential views to a much greater extent than shown in the ZTV study (Figure 5.1a) such

that the proposals are unlikely to be seen except perhaps for glimpsed views of the uppermost sections of the Proposed Development from very limited locations, such as viewpoint 9. Viewpoints 2 and 3 show typical views from residential areas to the east in Margam and viewpoints 24 and 25 from the north in Port Talbot;

- Swansea – (circa 12 km north-west), the Proposed Development would be largely indistinguishable from the existing steel works from residential properties on rising land such as Nicander Parade as illustrated by viewpoint 19; and
- West Cross/Mumbles (circa 14.5 km west), the potential views of the Proposed Development are extremely limited such that effects would be negligible. Viewpoints 18 and 21 are illustrative of views.

Key routes:

- Harbour Way (A241) – (0.4 km east) the route passes through areas of townscape and adjacent to existing tall industrial buildings with no more than limited intermittent visibility as illustrated by viewpoint 22; and
- A48 – (0.8 km east) this route passes through townscape and countryside where views are often screened by intervening vegetation and / or built form with at most limited, intermittent visibility, as illustrated by viewpoint 15.

Recreational routes:

- 5.7.64 National Cycle Network Route 4 (0.7 km west), the ZTV study indicates there would be sections of the route where visibility (within 0.3 km of the Site) would be possible. However, field study has indicated that views of the Proposed Development would be very limited from the entire route, as illustrated by viewpoints 3, 20 and 22;
- National Cycle Network Route 887 (2.5 km north), the ZTV indicates limited visibility of the route, however views would be largely imperceptible as illustrated by viewpoint 25; and
- 5.7.65 Sustrans: Swansea Bike Path (15 km west), views are at such considerable distances that the Proposed Development would be largely indistinguishable from the existing steel works as illustrated by viewpoint 18.

Recreational receptors:

- Talbot Memorial Park (1.5 km north), views of the Proposed Development are likely to be screened by intervening vegetation and built form similar to viewpoint 3;
- Aberavon Sands (2.1 km north-west) potential views are limited by intervening landform and the existing steel works as illustrated by viewpoint 10;
- Sker Point (5.8 km south-east), views of the Proposed Development would be predominantly screened by intervening landform and the existing steel works such that any potential glimpses would be extremely limited as illustrated by viewpoint 17;
- Porthcawl Rest Bay Beach (7 km south) any distant glimpses of the Proposed Development would be imperceptible in views from the coast;
- Swansea Parade/Swansea Beach (13.1 km north-west), potential views are limited by distance such that the Proposed Development would be largely indistinguishable from the existing steel works as illustrated by viewpoint 20;

- Blackpill (14.5 km west-north-west), potential views are limited by distance such that the Proposed Development would be largely indistinguishable from the existing steel works as illustrated by viewpoint 18; and
- Mumbles Hill Local Nature Reserve (13.4 km west), potential views are limited by distance such that the Proposed Development would be largely indistinguishable from the existing steel works as illustrated by viewpoint 21.

Specific viewpoints:

- Sker Point (5.8 km south-east), views of the Proposed Development would be predominantly screened by intervening landform and the existing steel works such that any potential glimpses would be extremely limited as illustrated by viewpoint 17.

Visual receptor construction effects

Predicted construction effects

Receptor groups

- 5.7.66 This assessment focuses on effects on groups of visual receptors, incorporating effects on views from public spaces and streets within neighbourhoods, though views from groups of dwellings are noted in the descriptions. Effects on private residential amenity are a separate matter, and as set out at **Paragraph 5.4.14** above do not merit detailed assessment in respect of this development.
- 5.7.67 Based on the assessments of the scale of effects, walkers on the PRoW to the south of the Site would experience at most large to medium scale impacts as the proposed security fences are erected, earthworks undertaken and underground cable laid and works to the EAF, materials storage and recycling area and noise barrier progress. Viewpoint 1 from Longland Lane is representative of walkers on the path and illustrates the most open views available. Temporary construction effects would affect paths to a localised extent, with visibility within 1 km as shown by the ZTV, albeit vegetation predominantly screens views from paths to the south of Longland Lane and to its eastern extents. Impacts on this area would be of moderate to slight magnitude, and **moderate** effect. Noting that moderate effects may or may not be significant, it is the professional opinion of the assessors that in this instance, the effect would be **significant**, as views would be close to the viewer and would impact currently green fields that act as a buffer to the industrial complex to the north. The nature of effect is considered to be **adverse** as a result of the perception of construction work to a green field site.
- 5.7.68 Based on the assessments of the scale of effects as set out at **Paragraph 5.7.12** above, there would be very limited impacts to residential receptors to the north and east of the Site, considered to be of high/medium sensitivity as set out in **Table 5.8**. Viewpoint 9 from Broomhill is representative of residential receptors at more elevated levels to the north of the Site and illustrates the most open views available; the vast majority of more elevated views are blocked by the intervening built form of other residencies. Temporary construction impacts would be of at most small scale and would affect those areas with visibility within 2.5km as shown by the ZTV – a limited extent. Effects on this area would be of negligible magnitude, **minor/negligible (not significant)** effect. The nature of effect is considered to be **adverse** as a result of the perception of construction work from within a residential area, albeit there are already views of the existing industrial complex.

Key Routes

- 5.7.69 The M4 motorway traverses the study area in a broadly north to south direction and is at times present as an elevated structure above the coastal plain with potential views of the Proposed Development as illustrated by the ZTV, **Figure 5.1**. The motorway is the main road access to Port Talbot and to Swansea to the north-west. At its closest point, it lies approximately 1 km from the Site.
- 5.7.70 Users of this road are considered to be of medium/low sensitivity (regional value of views within the Bridgend SLA and as a main route into west Wales and low susceptibility due to the high speeds of traffic).
- 5.7.71 ZTV mapping, **Figure 5.1**, indicates visibility of the Proposed Development, which will be limited primarily to the upper levels of the construction works above and between intervening vegetation and built form.
- 5.7.72 When travelling in a northerly direction, visibility of the Proposed Development begins to the west of Pyle, at distances between 3 to 4 km, across the regionally designated Kenfig Dunes landscape, as illustrated by viewpoint 12. Progressing north, views would become increasingly oblique across the Eglwys Nunydd Reservoir for a further 0.5 km, as illustrated by viewpoint 4, at distances of 1.5 to 1.9 km. Over these sections, visibility would be largely limited to the upper sections of the construction works. Views further north, between junction 38 and 42 would either be screened by intervening landform and vegetation or behind the direction of travel. In summary, there would be visibility for approximately 1.8 km of the route in total while travelling north.
- 5.7.73 The ZTV, **Figure 5.1**, indicates considerable potential visibility from the elevated section of motorway southbound between junctions 40 and 41. In summary, there would be limited visibility for approximately 2.5 km of the route in total, however, where visible, the construction work would largely be screened behind the existing steel works and only the upper levels would be visible. All remaining sections would be predominantly screened by intervening vegetation and landform.
- 5.7.74 Overall, the scale of visual change for the section of the road with predicted visibility is considered to be small, at most. The extent of road affected would be intermediate, resulting in impacts of slight magnitude and **minor (not significant)** effect. The nature of effect is considered to be **adverse** as a result of the perception of the construction work, albeit there are already views of the existing industrial complex.

Wales Coast Path

- 5.7.75 The Wales Coast Path extends from Porthcawl in the south of the study area, to the north of Port Talbot and then broadly follows the sweep of Swansea Bay to the west and then beyond Mumbles Head to within the Gower National Landscape. The path generally hugs the coastline but turns inland to the south of Margam to avoid the section of coastline to the immediate west of the steel works and the Port Talbot docks, which is inaccessible to the public.
- 5.7.76 Although the ZTV, **Figure 5.1**, indicates considerable visibility of the Proposed Development along the coastal sections of the route, actual visibility is substantially limited by intervening landform, vegetation and distance from the Site. From Porthcawl northwards through the Kenfig Dunes, actual visibility is extremely limited as illustrated

by viewpoints 5, 6 and 17. Similarly, views from Aberavon Sands to the north, viewpoint 10, or the coast along Swansea Bay, viewpoints 18 and 28 are similarly limited.

- 5.7.77 The path takes two inland routes to the east of the Site. Both initially extend eastwards from Margam Moors along Longland Lane, crossing the railway close to the south-east of the Site before proceeding to the north of Eglwys Nunydd Reservoir towards junction 38 of the M4. The more elevated route then crosses the motorway and continues eastwards, rising between Capel Mair (St Mary's Chapel) and the prehistoric hillfort and then following the scarp slope to the north. The lower lying section remains within the coastal plain to the settled area of Margam and Port Talbot from where views are almost completely screened as illustrated by viewpoints 2, 3, 22 and 24.
- 5.7.78 The focus of this assessment is therefore to the path that follows the scarp slope to the east of the Site at distances of approximately 1 km at its closest point. As shown by the ZTV, **Figure 5.1**, there would be potential views of the Proposed Development for much of the length of the path as it skirts the edge of Mynydd Brombil, with views out over the existing industrial complex to the full extent of Swansea Bay. As shown by viewpoints 7 and 23 (and somewhat indicatively from viewpoint 9) views are more open directly to the east of the Site, reducing in extent as the path travels north towards Goytre. Views would continue at increasing distance from Mynydd Dinas, some 3 to 4 km to the north of the Site, before being lost as the path descends to Baglan Brook. In total there would be some views of the Proposed Development over an approximately 3.5 km section of the route considered as an intermediate extent of the path within a 5 km radius of the study area.
- 5.7.79 Users of the path are considered to be of high/medium sensitivity (regional value of views within the Bridgend SLA and as a long distance route and high susceptibility due to focus on views across the Site to Swansea Bay).
- 5.7.80 Overall, the scale of visual change for the section of the path with predicted visibility is considered to be medium at most as a result of the construction of the EAF, scrap facility, noise barrier and associated infrastructure. The extent of path affected would be intermediate, resulting in impacts of moderate to slight magnitude and **moderate** effect. Noting that moderate effects may or may not be significant, it is the professional opinion of the assessors that in this instance, the effect would be **not significant**, as views would be in the context of extensive existing industrial development. The nature of effect is considered to be **adverse** as a result of the perception of construction work by receptors enjoying visual amenity, albeit there are already views of the existing industrial complex.

Ogwr Ridgeway/Glamorgan Ridgeway

- 5.7.81 These paths follow a broadly east to west route starting in Margam Park and extending towards Bridgend. Views towards the Site are limited to the westernmost extents of the route with somewhat open views of the Site illustrated by viewpoint 11. These views gradually reduce extending north westwards, before being screened from view by intervening landform beneath Moel Ton-mawr.
- 5.7.82 As shown by the ZTV, **Figure 5.1**, there would be potential views of the Proposed Development from the start of the route, however, views would be difficult to discern much further than 1.2 km from its starting point on the plateau above Margam Castle.

- 5.7.83 Users of the path are considered to be of high/medium sensitivity (regional value of views within the SLA 4 – Margam, and high susceptibility due to focus on views and visual amenity).
- 5.7.84 Overall, the scale of visual change for the section of the path with predicted visibility is considered to be small at most as a result of the construction of the EAF, scrap facility, noise barrier and associated infrastructure. The extent of path affected would be localised, resulting in impacts of slight to negligible magnitude and **minor (not significant)** effect. The nature of effect is considered to be **adverse** as a result of the perception of construction by receptors enjoying visual amenity, albeit there are already views of the existing industrial complex.

Recreational receptors

- 5.7.85 Visitors to Margam Park primarily experience views of the Proposed Development from the upper deer park as illustrated by viewpoint 11, whereas views from Margam Castle and gardens would be limited by intervening mature parkland vegetation as shown by viewpoint 8.
- 5.7.86 Users of the Park are considered to be of high/medium sensitivity (regional value of views within the SLA 4 – Margam, and high susceptibility due to focus on views and visual amenity).
- 5.7.87 Overall, the scale of visual change is considered to be small at most as a result of the construction of the EAF, scrap facility, noise barrier and associated infrastructure. The extent of impacts would be localised, resulting in effects of slight to negligible magnitude and **minor (not significant)** effect. The nature of effect is considered to be **adverse** as a result of the perception of construction work from within a recreational area, albeit there are already views of the existing industrial complex.
- 5.7.88 Visitors to Kenfig National Nature Reserve would experience views such as from the seating area across Kenfig Pool as illustrated by viewpoint 13. The construction would be visible only to the upper levels of the Proposed Development at considerable distance and the scale of effect is judged to be small at most. Visitors are considered to be of high/medium sensitivity (regional value of views within the SLA 6: Kenfig Burrows and high susceptibility due to focus on views and visual amenity). The extent of area affected would be limited, resulting in effects of negligible magnitude and **minor/negligible (not significant)** effect. The nature of effect is considered to be **adverse**.

Specific viewpoints

- 5.7.89 The assessment for the Ogwr Ridgeway/Glamorgan Ridgeway walks takes in the specific views from the 'Bro' Stone at The Pulpit, hence construction effects are considered as at most **minor (not significant)** effect as described above. The nature of effect is considered to be **adverse**.
- 5.7.90 Views from the Cairn at Foel Fynyaddau would be limited by topography and distance as illustrated by viewpoint 16. The construction would primarily be visible to the upper levels of the Proposed Development albeit at considerable distance and the scale of effect is judged to be small/negligible. Viewers are considered to be of high/medium sensitivity (community value of views as an undesignated landscape and high susceptibility due to focus on views and visual amenity). The extent of area affected would be limited, resulting

in impacts of negligible magnitude and **minor/negligible (not significant)** effect. The nature of effect is considered to be **adverse**.

Proposed additional mitigation

- 5.7.91 There is no proposed additional mitigation required during the construction stage as all predicted effects are judged not significant with the exception of views from the PRow along Longland Lane to the south of the Site. Significant visual effects would be experienced over a short time scale by users of the footpath and it is not anticipated that further mitigation is required to reduce these potentially short-term adverse effects.

Residual construction effects

- 5.7.92 The significance of residual construction effects would remain **not significant** on all visual receptors with the exception of the footpath users along Longland Lane as per the predicted construction effects described above.

Visual receptor operational effects

Predicted operational effects

Receptor groups

- 5.7.93 Based on the assessments of the scale of effects as set out at **Paragraph 5.7.11** above, there would be at most medium scale effects over localised extents for walkers on routes immediately to the south of the Site with views of the operational EAF, scrap facility, noise barrier and associated infrastructure. Impacts on this area would be of moderate to slight magnitude and **moderate** effect. Noting that moderate effects may or may not be significant, it is the professional opinion of the assessors that in this instance, the effect would be **not significant**, as views would be in the context of extensive existing industrial development set behind restored meadows in the foreground. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows and a substantial biodiversity net benefit within the Site, the introduction of new security fencing and the introduction of scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.
- 5.7.94 Based on the assessments of the scale of effects as set out at **Paragraph 5.7.12** above, there would be at most small scale impacts over limited extents for residents at Broomhill 2.5 km to the north of the Site. Impacts on this area would be of slight to negligible magnitude, **minor (not significant)** effect. The nature of effect is considered to be **neutral** as the perception would be of minimal increased built form within an extensive existing industrial zone.

Key Routes

- 5.7.95 Users of the M4 motorway would experience small scale changes in views over an intermediate extent of the road, resulting in effects of slight magnitude and **moderate/minor (not significant)** effect. Although the Proposed Development would not be perceived as incongruous within its industrial setting the introduction of the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

Wales Coast Path

- 5.7.96 The users of the long distance path would experience a scale of visual change considered to be medium to small in views of the operational EAF, scrap facility, noise barrier and associated infrastructure. The extent of path affected would be intermediate, resulting in impacts of moderate to slight magnitude and **moderate** effect. Noting that moderate effects may or may not be significant, it is the professional opinion of the assessors that in this instance, the effect would be **not significant**, as views would be in the context of extensive existing industrial development. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows, the introduction of the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

Ogwr Ridgeway/Glamorgan Ridgeway

- 5.7.97 The users of the long distance path would experience a scale of visual change considered to be small in views of the operational EAF, scrap facility, noise barrier and associated infrastructure. The extent of path affected would be localised, resulting in impacts of slight magnitude and **moderate/minor (not significant)** effect. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows, the introduction of the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

Recreational receptors

- 5.7.98 Visitors to Margam Park would experience a scale of visual change considered to be small at most from the upper deer park in views of the operational EAF, scrap facility, noise barrier and associated infrastructure. The extent of effect would be localised, resulting in impacts of **slight to negligible** magnitude and **minor (not significant)** effect. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows, the introduction of the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.
- 5.7.99 Visitors to Kenfig National Nature Reserve would experience a scale of effect judged to be small over a limited extent, resulting in effects of negligible magnitude and **minor/negligible (not significant)** effect. The nature of effect is considered to be **neutral** as the perception would be of very limited increase in built form to the upper levels of the Proposed Development within an extensive existing industrial zone.

Specific viewpoints

- 5.7.100 The assessment for the Ogwr Ridgeway/Glamorgan Ridgeway walks takes in the specific views from the 'Bro' Stone at The Pulpit, hence considered at most **moderate/minor (not significant)** effect as described above. Although the Proposed Development would not be perceived as incongruous within its industrial setting and the proposed landscape strategy would result in restoration of the grazing meadows, the introduction of the scrap storage would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

- 5.7.101 Views from the Cairn at Foel Fynyddau would be at considerable distance and the scale of effect is judged to be small/negligible. The extent of area affected would be limited, resulting in impacts of negligible magnitude and **minor-negligible (not significant)** effect. The nature of effect is considered to be **neutral** as the perception would be of minimal increased built form within an extensive existing industrial zone.

Proposed additional mitigation

- 5.7.102 There is no proposed additional mitigation required during the operational stage of the Proposed Development as all predicted effects are judged **not significant**.

Residual operational effects

- 5.7.103 The significance of residual operational effects on all visual receptors would remain **not significant** as per the predicted operational effects described above.

Night-time operational visual effects

Summary of lighting and mitigation

- 5.7.104 The Proposed Development will require lighting to provide a safe environment for workers comprising a combination of new lighting columns and luminaires attached to buildings. The luminaires consist of LED modules which are covered to prevent excessive light spillage. This directional mitigation has the potential to reduce the intensity of the lights for receptors located at elevations above the level of the luminaires and to reduce nightglow. All embedded mitigation is included within this assessment, unless noted otherwise.

Approach and scope of the assessment

- 5.7.105 There is a distinction between light pollution or nuisance and the effect of lighting on the character and amenity of the landscape at night. It is considered that the Proposed Development would not give rise to effects meeting a threshold considered to be a light nuisance as described in the Light Pollution Study (eb7, 25 October 2024), which has been submitted as a supporting document with the planning application. This part of the assessment focusses on the night-time effects as a result of the introduction of new artificial lighting, with consequent effects on visual receptors.
- 5.7.106 Assessment of night-time effects is still an emerging area of assessment regarding the scope and type of receptors that would be impacted as a result of the proposed lighting. It is clear that night-time impacts would occur on the visual amenity of an area as the result of new artificial lighting, but there is some debate regarding the extent of impact on surrounding landscape character. One of the most recent and relevant determinations by Scottish Ministers (Page 12 of Crystal Rig Wind Farm Phase IV Scottish Ministerial Determination Letter dated 24 March 2021) stated that: "*Reporters conclude that proposed aviation lighting would be a visual impact alone and consider that without being able to see and fully appreciate the features of the landscape and the composition of views, it is not possible to carry out a meaningful landscape character assessment. The Scottish Ministers concur with this conclusion.*"
- 5.7.107 Although this judgement was made regarding aviation lighting in wind farms in Scotland, it is noted that the area within which the Proposed Development is located has already

been identified as well-lit within the Neath Port Talbot Landscape Assessment. 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, as the key characteristics of landscapes which distinguish the landscape character areas described in character assessments are generally obscured after dark. It is therefore considered that there would be no potential for effects on dark sky landscapes as a result of the Proposed Development and that only potential effects on visual receptors remain pertinent.

- 5.7.108 A Night-time Effects Technical Note was submitted to NPTC in May 2024 which provided a rationale for the selection of viewpoints and is included in **Appendix 5.5**. Visualisations at dusk/night-time have been prepared for viewpoints 1, 2, 8, 13 and 21 as illustrated in **Figure 5.34 a-f** to **5.38 a-f**. These have been selected as representative of potential visual receptors which are most likely to be affected at night from a range of directions.

Potential effects

- 5.7.109 The luminaires would be visible as points of light where receptors were at an elevation lower than the luminaire and especially where there would be a high degree of contrast at the viewpoint (i.e. the lights were seen against a dark sky or landform). However, as already described, the Site is noted as being well lit hence the degree of contrast is reduced as the local area is not considered dark at night.
- 5.7.110 During periods of greater ambient light, (e.g. sunset, twilight, dusk, dawn) there would be a reduced effect as the contrast of the lighting against the background would be less. The hours of darkness also vary considerably across the seasons. This variation means that in summer the contrast of the lighting with the background would be reduced. However, in winter the lighting would be noticeable over a greater number of hours, albeit in the context of existing industrial lighting.

Night-time receptors and their sensitivity

- 5.7.111 For visual receptors, the value attached to night-time views are generally considered to be low unless there is a particular feature that can be best appreciated in the hours of darkness. This may include views of stars and the night sky that are only possible in particularly dark areas or views of well-known landmarks that are lit up at night. The susceptibility of visual receptors also differs at night reflecting the different activities people undertake in the hours of darkness. For example, drivers using roads at night tend to be more focused on the road and the area illuminated by their headlights than during the day and may have oncoming headlights, cats eyes or other reflective signage drawing their attention, resulting in lower susceptibility. This is particularly the case on unlit rural roads that may be narrow and winding. There are no Dark Sky Parks within the study area and people taking part in existing activities requiring darkness, such as stargazing, would not be affected.

Visual effects at night

- 5.7.112 The impact on visual receptors at night is different from the impact in the daytime. The receptors potentially affected are different and their sensitivity may also be different.
- 5.7.113 Residents would remain of similar sensitivity. Road users would have a low value to the view, as there is no amenity value from the roads at night in this area, which reduces their overall sensitivity. In terms of recreational users, long distance paths, footpaths and users

of tourist routes are unlikely to be used at night and/or would not have any amenity value and therefore are not considered. However, for the purposes of this report, it is considered that for some recreational users who spend time on popular beaches or other recreational points after sunset, levels of sensitivity would remain high/medium.

- 5.7.114 The night-time viewpoint analysis for all viewpoints is located within **Appendix 5.4** noting where visual receptors are different from the daytime analysis. **Appendix 5.5** contains the Night-time Effects Technical Note and methodology for the night-time photomontage.

Predicted operational effects

Receptor groups

- 5.7.115 This assessment focuses on effects on groups of visual receptors, incorporating effects on views from public spaces and streets within neighbourhoods, though views from groups of dwellings are noted in the descriptions.
- 5.7.116 The nearest open views of the lights would be experienced from Longland Lane (viewpoint 1), from where there would be a small scale increase in views in the form of point sources of the luminaires on the circa 20 m high lighting columns. These effects would be experienced over a localised extent of paths, with visibility likely limited to within 1 km by intervening landform and vegetation. Impacts on this area would be of slight magnitude, and **moderate-minor (not significant)** effect. The nature of effect is considered to be **adverse** as the perception would be of a small increase in lighting, albeit within an existing well-lit industrial zone.
- 5.7.117 There would be very limited impacts to residential receptors to the north of the Site, considered to be of high/medium sensitivity. Views from the nearest properties to the east would be screened by the intervening built form of the existing steel works (viewpoint 2). Although the land rises further to the east and north east, views would continue to be screened, or at least greatly limited for the vast majority of receptors, by intervening residential properties lower down the slopes. A relatively small number of residential receptors would have potential views at more elevated levels to the north, such as from Broomhill (viewpoint 9). In these instances, the viewer would be above the level of the covered luminaires, hence the point sources of light would not be visible. It is considered that the scale of change over a localised extent, when viewed from across a considerable expanse of generally well-lit urban area, motorway and existing steel works, would be of negligible magnitude, **minor/negligible (not significant)** effect. The nature of effect is considered to be **neutral** as the perception would be of minimal increased lighting within an extensive well-lit urban/industrial zone.

Key routes

- 5.7.118 Users of the M4 motorway would experience small to negligible scale changes as a result of increased views of luminaires and the partial illumination of the southern elevation of the BOS plant. Although viewed from an intermediate extent of unlit motorway, the majority of lighting would come from other vehicles and visual sensitivity is considered to be low resulting in effects of slight magnitude and **minor (not significant)** effect. Although the extent of increased lighting would not be perceived as incongruous within its industrial setting it would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.

Recreational users

- 5.7.119 As noted earlier, there would be no star gazing recreational receptors at night with visibility of the proposed lights. However, it is understood that visitors would spend time at recreational receptors at points after sunset and also public events would occur within Margam Country Park. The selected views illustrate that views of the lights would be very limited, with little or no discernible change in long distance views from Mumbles Hill (viewpoint 21) to the West or from the Recreation Ground (viewpoint 2) or Margam Country Park (viewpoint 8) in nearer views to the east. In these instances, the scale of change would be negligible over a localised area, the magnitude negligible, leading to a **minor/negligible** effect which would be **not significant**.
- 5.7.120 There would, however, be a few areas to the south from where views of the lights would be most likely to occur, generally from within 5 km away in views looking back towards the Site from sunset to sunrise. As illustrated by the night-time view for viewpoint 13 from Kenfig Nature Reserve, although the point sources would be just visible, the more obvious change would be the illumination of the southern elevation of the BOS plant, albeit at distances of over 4 km. For these recreational receptors of high/medium sensitivity, there would be a small scale of change over a localised extent. These changes would result in a slight magnitude of change, leading to a **moderate/minor** effect which would be **not significant**. Again, although the extent of increased lighting would not be perceived as incongruous within its industrial setting it would still be perceived as industrialising. On balance, the nature of effect is considered to be **adverse**.
- 5.7.121 It is considered that any other night-time effects would be no greater and likely less than for these recreational receptors and therefore no effects would be of a likely significant nature.

5.8 Further survey and monitoring requirements

- 5.8.1 This LVIA has considered the worst case effects of the Proposed Development, based on the maximum parameters of the scheme assessed during the winter months when visibility would be greatest. No long-term effects have been judged as significant or requiring further mitigation such as through additional mitigation planting, hence no further survey or monitoring work is required to review the outcomes of this assessment.

5.9 Opportunities for enhancement

- 5.9.1 The scheme enhancements are inherent to the Proposed Development and considered as embedded mitigation. Embedded mitigation takes the form of making use of existing buildings within the Site and locating the vast majority of the above ground infrastructure within the existing industrial zone. In this way, the scheme appears to 'grow out' of the existing steel works and not extend into the meadows to the south.
- 5.9.2 The scheme also provides the opportunity to improve the meadows to the north of Longland Lane and connect them back into the field drainage to the south. Field improvements by way of ditch clearance and ongoing vegetation management and possible grazing will result in the meadows taking on a more managed feel, enhancing the Margam Marsh LCA visually and in terms of biodiversity.

5.10 Cumulative effects

- 5.10.1 The cumulative assessment takes in to account the guidance provided in GLVIA3 and the Scottish Natural Heritage (SNH) guidance on Assessing the Cumulative Impact of Onshore Wind Energy Developments; the latter, although developed for the wind industry in Scotland, is widely accepted as providing the most up to date guidance for cumulative assessment throughout the UK and not just in Scotland. In line with GLVIA3 (paragraph 7.5) and SNH cumulative guidance (paragraph 33), the assessment of cumulative effects should focus on whether there are any likely significant cumulative impacts which are reasonably foreseeable and which are likely to influence the decision making in relation to the Proposed Development, rather than an assessment of every potential cumulative effect. As recommended by the SNH cumulative guidance, this assessment considers the “*additional cumulative change which would be brought about by the proposed development*” (paragraph 70), assuming other schemes in the scenario are already present.
- 5.10.2 The assessment of cumulative effects focuses on receptors considered within the main LVIA, where there is the greatest potential for significant cumulative effects to occur. This cumulative assessment considers the additional effects arising from the Proposed Development to the different cumulative scenarios, which are as follows:
- Scenario 1 – Planning: all operational, consented and proposed developments with a submitted planning application with potential for significant cumulative effects; and
 - Scenario 2 – Pre-planning: all operational, consented and selected proposals which are still at Scoping stage but have potential for significant cumulative effects.
- 5.10.3 **Table 5.10** lists the cumulative developments included within these scenarios that are illustrated on **Figure 5.8**. As noted in the table, Scenario 1 consists of five developments either consented or submitted and therefore included in this cumulative assessment. Scenario 2 consists of four further developments at pre-application or scoping stage with a degree of certainty regarding the nature of the scheme. As a result, these four developments have been included in this cumulative assessment.

Table 5.10 Cumulative Developments

Development	Status	Distance/ Direction
Scenario 1		
1. Foel Trawsnant Bryn Port Talbot Wind Farm	Approved	8.5 km NE
2. Land at Baglan Way, Port Talbot – industrial unit	Approved	4.5 km NW
3. Land off J38 of M4, Margam – metal processing facility	Approved	1 km E
4. Crown Wharf Port Talbot Docks Port Talbot – sustainable aviation fuel (SAF) facility	Awaiting decision	1.1 km NNW
5. Y Bryn Wind Farm	Examination	1.5 km E
Scenario 2		

Development	Status	Distance/ Direction
6. Mynydd Ty-Talwyn Energy Park	Pre-application Scoping	6 km E
7. Eirlys Solar Farm	Scoping received	3.5 km E
8. P Field – concrete hardstanding and laydown area	Pre-application	Tata Steel UK Limited (Tata Steel) Works
9. National Grid Margam substation extension and cable connection	Pre-application	Adjacent to Site

Cumulative landscape and visual effects

- 5.10.4 It is considered that three of five Scenario 1 developments would not result in notable cumulative interactions with the Proposed Development as follows.
- 5.10.5 Foel Trawsnant Bryn Wind Farm is located some 8.5 km to the east of the Proposed Development. Although extending the area of wind farm influence, it would be perceived as an addition to existing upland development away from the coastal plain. Potential shared views for receptors within the Margam and Kenfig SLAs would retain substantial separation. As a result, there would be no additional significant cumulative effects.
- 5.10.6 Land at Baglan Way is located some 4.5 km north-west within the coastal plain, well separated by intervening industry and built form of Port Talbot. The ZTV, **Figure 5.1** indicates no intervisibility with the Proposed Development from the Baglan Way site, and it appears unlikely that there would be any substantial shared views. It is considered that effects arising from the addition of the Proposed Development to a baseline including Land at Baglan would be the same as set out within the main assessment above. As a result, there would be no additional significant cumulative effects.
- 5.10.7 Crown Wharf Port Talbot Docks SAF Facility is located 1.1 km north north-west of the Proposed Development and would somewhat extend the extent of industrial development, albeit within a landscape already characterised by such development. In views of the two schemes together, the SAF scheme would be somewhat more prominent, with only limited views of the Proposed Development, which would be viewed as part of the existing steel works. Effects arising from the addition of the Proposed Development to a baseline including the SAF scheme would therefore be the same as set out within the main assessment above. As a result, there would be no additional significant cumulative effects.
- 5.10.8 With regard to the Scenario 2 developments, none have been considered as resulting in notable cumulative interactions with the Proposed Development as follows.
- 5.10.9 Mynydd Ty-Talwyn Energy Park is located to the east of the Proposed Development at a minimum of 6 km from the Site. The energy park would be well separated from the Proposed Development and although extending the area of wind farm influence, would be perceived as an addition to existing upland development away from the coastal plain. Shared views are likely to include viewpoints within the Margam SLA, particularly in terms of Margam Park/Ogwr Ridgeway Walk, and from the Kenfig SLA within the National Nature Reserve and the Wales Coast Path. Where visible together the tall vertical turbine

structures within the Energy Park are likely to be prominent, albeit well separated from the Proposed Development. As a result, there would be no additional significant cumulative effects.

- 5.10.10 Eirlys Solar Farm is located to the east of the Proposed Development at a minimum of 3.5 km from the Site. The solar farm would extend the presence of renewable energy infrastructure to the south facing open scarp tops, albeit well separated from the industry on the coastal plain below. It is noted that topography is likely to screen or at least minimise views from potentially shared viewpoints within the Margam SLA, particularly in terms of Margam Park/Ogwr Ridgeway Walk, and from the Kenfig SLA within the Kenfig National Nature Reserve. The potential for significant effects as a result of sequential views from the Ogwr Ridgeway Walk is not considered significant taking into account the separation of the two schemes and the nature of the Proposed Development being wholly within an area already characterised by industrial development. As a result, there would be no additional significant cumulative effects.
- 5.10.11 P Fields hardstanding and laydown area is located within the Site adjacent to the Proposed Development and would not extend the presence of industrial development into the wider landscape. It is potentially visible from above the scarp to the east of the Site from where the Proposed Development would be more prominent in cumulative views were the two schemes viewed together. Cumulative effects as a result of the addition of the Proposed Development to a baseline with the P Fields development would be no greater than for the Proposed Development alone. As a result, there would be no additional significant cumulative effects.
- 5.10.12 National Grid Margam substation extension and cable connection is located adjacent to the Tata Steel UK Limited (Tata Steel) Works. Although plans of the proposed substation extension are, as yet unavailable, it would likely be located adjacent to the existing substation within a landscape already characterised by the steel works to the west and other energy related infrastructure to the east. It would be visible from above the scarp to the east of the Site. Cumulative effects as a result of the addition of the Proposed Development to a baseline with the substation extension would be no greater than for the Proposed Development alone. As a result, there would be no additional significant cumulative effects.
- 5.10.13 The two Scenario 1 developments with potential for notable cumulative interactions with the Proposed Development are discussed as follows.

Land off Junction 38 of the M4, Margam

- 5.10.14 The metal recycling facility off Junction 38 of the M4, is located 1 km to the east of the Proposed Development. The metal recycling facility will be located within the western part of LCA 1 Margam Marsh. The southernmost extents of the Proposed Development are located further to the east within the same LCA 1 landscape but with the majority of the proposed built form almost entirely within the neighbouring LCA 50. The two schemes in combination have the potential to increase the perceived extent of industry within these two coastal plain landscapes. However, the metal recycling facility would be located in an area of Margam Marsh already heavily influenced by industrial and energy infrastructure and once operational, the Proposed Development would be fully contained by existing steel works. The addition of the Proposed Development to a baseline including the metal recycling facility would therefore not result in increased adverse effects on the Margam

Marsh landscape and would not cause a notable increase in adverse landscape impacts. The addition of the Proposed Development to a baseline containing the metal recycling facility would not result in any increase in these effects as it would remain a clearly separate development located within a neighbouring LCA 50 which is already characterised by large scale heavy industry. Effects on the LCA 1 Margam Marsh from the addition of the Proposed Development would therefore remain **moderate/minor** in significance and **adverse** in nature, which would constitute a **not significant** effect.

- 5.10.15 Both proposals lie outside any landscape designations with no significant potential for cumulative effects with the Proposed Development in relation to the defining characteristics of the Margam and Kenfig Burrows SLAs.
- 5.10.16 The two schemes share a number of visual receptors discussed as follows, noting that only those receptors where effects have been assessed as greater than negligible for the Proposed Development are considered. Recreational users of Longland Lane (viewpoint 1) would experience views of the two schemes sequentially, however, their separation would be maintained and the addition of the Proposed Development would not result in increased or significant effects. Recreational receptors using the Wales Coast Path to Mynydd Margam (viewpoint 7 and 13) and the Ogwr Ridgeway Walk in the Margam Deer Park (viewpoint 11) would experience views of both schemes in open panoramic views across the coastal plain. Although the Proposed Development would add to the quantum of industrial development, it would be wholly contained within the steel works and would not be perceived as further influencing views across the coastal plain. It is therefore judged that the addition of the Proposed Development to a baseline containing the metal recycling facility would remain at most **moderate** effect and **adverse** in nature for LCA 6, which would constitute a **not significant** effect.
- 5.10.17 There would therefore be no significant cumulative effects as a result of the addition of the Proposed Development to the consented metal recycling facility.

Y-Bryn Wind Farm

- 5.10.18 The nearest proposed turbine of the Y-Bryn Wind Farm is located some 3.5 km to the east of the Proposed Development within LCA 7 Mynydd Margam. The proposed wind turbines would become an increasingly defining influence within the wider upland landscapes to the east, although existing wind farms such as Mynydd Brombil, already influence the landscape. The proposed new junction with the M4 and the predominantly upgraded 4.5m wide access track will look to join with the existing Mynydd Brombil Wind Farm track within LCA 6 (Mynydd Brombil, Mynydd Emroch and Mynydd Dinas). There would be no wind turbine development within LCA6 and the proposed track and junction are unlikely to become defining new characteristics of the landscape. For both LCA these changes would be perceived in landscapes well separated from the Proposed Development, which itself would be perceived within landscapes already dominated by industrial development. Both developments would clearly be seen within separate landscapes and have different areas of influence. The addition of the Proposed Development to a baseline containing the wind farm and access track would, therefore, not result in any increase in effects over and above those already assessed for the Proposed Development. Effects on LCA 6 as a result of the addition of the Proposed Development would therefore remain at most **moderate/minor** effect and **adverse** in nature, which would constitute a **not significant** effect. Effects on other landscape receptors less affected in combination with the wind farm would also remain unchanged.

- 5.10.19 In terms of landscape designations, the wind farm would be well separated and, given the occurrence of existing wind energy in this location, the potential for significant cumulative effects with the Proposed Development in relation to the defining characteristics of the Margam SLA would be limited.
- 5.10.20 The two schemes share a number of visual receptors discussed as follows, noting that only those receptors where effects have been assessed as greater than negligible for the Proposed Development are considered. Recreational receptors using Longland Lane (viewpoint 1), the Wales Coast Path to Mynydd Margam (viewpoint 7 and 13) the Ogwr Ridgeway Walk in the Margam Deer Park (viewpoint 11) the footpath at Foel Fynyddau (viewpoint 16) and Kenfig Nature Reserve (viewpoint 13) would experience views of both schemes which would be well separated in often wide panoramic views. Although the Proposed Development would add to the quantum of industrial development within the steel works, it would be wholly contained and would not be perceived as further influencing views within the coastal plain. Given the separation distance and differing visual influence of these two proposals, it is judged that the addition of the Proposed Development to a baseline containing the wind farm and access track would remain at most **moderate** effect and **adverse** in nature, which would constitute a **not significant** effect.
- 5.10.21 There would therefore be no significant cumulative effects as a result of the addition of the Proposed Development to the consented windfarm.

5.11 Summary of effects

- 5.11.1 Effects on the receptors assessed are summarised in **Table 5.11, Summary of effects** overpage. Only effects of greater than negligible magnitude and/or negligible significance are included in the summary table.
- 5.11.2 There would be no significant construction effects on landscape character. Short-term moderate/minor adverse impacts were reported on the host, LCA 1 Margam Marsh and the LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas, again to within a maximum 3 km radius.
- 5.11.3 The Site is located within the Tata Steel UK Limited (Tata Steel) Works. The extent of operational effects upon landscape character would be limited by the topographic containment of the coastal plain by the rising land and forestry on Mynydd Margam to the east, existing industry and urban form to the north and the landfill and Kenfig Dunes to the south. The effects of the Proposed Development on landscapes to the west would be mitigated by the wide expanse of Swansea Bay, which creates significant separation distances to receptors. As a result, there were no significant effects reported on landscape character. **Moderate/minor (not significant)** effects of **neutral** nature were reported on the host, LCA 50: Port Talbot Docks and Margam Works, whilst effects were judged as **moderate/minor (not significant) adverse** for the LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas. These levels of effect would be predominantly contained within a maximum 3 km radius of the Proposed Development to the east, with impacts reducing even further with greater distance and extent of screening.
- 5.11.4 There would be no significant visual effects for visual receptors during operation, partially due to the extent of screening locally and also because of the extent of existing industrial development on site and in the coastal plain area.

- 5.11.5 There would be at most **minor (not significant)** effects of **neutral** nature for residents at Broomhill, Port Talbot and **minor (not significant) adverse** effects for users of the M4. Recreational receptors would experience effects assessed as at most **moderate (not significant) adverse** as a result of views from Longland Lane in close proximity and from the elevated sections of the Wales Coast Path to the east. Walkers on the Ogwr Ridgeway and Glamorgan Ridgeway Walks would experience up to **moderate/minor (not significant) adverse** effects from the upper deer park within Margam Country Park. Other recreational receptors would experience reduced effects at greater distances, with none greater than **minor (not significant)** effect of **neutral** nature.
- 5.11.6 Overall, there would be limited impacts on visual receptors in the area. **Significant moderate adverse** visual effects would be limited to users of Longland Lane during the construction stage. Other short-term **moderate adverse** effects would be experienced from the Wales Coast Path during construction, however these are considered **not significant** as they would be viewed as contained within the context of existing industrial development.
- 5.11.7 The Proposed Development would be outwith any designated landscapes. Indirect effects on the locally designated SLA 4: Margam, designated for scenic quality, were assessed as at most **minor adverse**, hence no significant effects were identified to locally valued landscapes.
- 5.11.8 The Proposed Development will require additional night-time lighting to ensure safe conditions for workers. The proposed embedded mitigation would ensure that lighting is directional and likely visible only from a relatively small number of receptors to the south of the Site. Given the extent of mitigation incorporated into the Proposed Development, no significant visual effects were identified at night.
- 5.11.9 With regard to cumulative impacts, two submitted proposals were considered alongside the Proposed Development in the cumulative assessment. Although there would be combined views of both the Junction 38 Metal Recycling Facility and the Y-Bryn Wind Farm and the Proposed Development, the nature of the cumulative effects would be to increase development but not add a new occurrence. Therefore, the magnitude of change for the Proposed Development would remain the same as reported for the main LVIA.
- 5.11.10 The changes arising from a project may engender positive or negative responses depending on individual perceptions regarding the merits of the EAF. However, the assessment has taken the approach in considering that effects would be adverse on the landscape and on visual receptors during construction and operation where views of the scrap bays would be possible and neutral during operation if not.
- 5.11.11 Whilst there would be limited significant visual effects during construction of the Proposed Development, this would be short-term and localised in nature. All long-term effects have been assessed as not significant as it is considered that the Proposed Development could be successfully integrated into the existing Port Talbot Steel Works landscape.

Table 5.11 Summary of residual significant effects

Environmental factor	Receptor	Impact	Effect	Additional mitigation proposed	Residual effect
Construction phase					
Landscape character	LCA 1: Margam Marsh	Direct short-term effects on the Site and host LCA, during construction	Moderate-minor adverse	No additional mitigation proposed	Moderate-minor (not significant)
	LCA 50: Port Talbot Docks and Margam Works	Direct short-term effects on the Site host LCA, during construction	Minor adverse	No additional mitigation proposed	Minor (not significant)
	LCA 3 Margam Country Park	Indirect short-term effects to the LCA, during construction	Minor adverse	No additional mitigation proposed	Minor (not significant)
	LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas	Indirect short-term effects to the LCA, during construction	Moderate-minor adverse	No additional mitigation proposed	Moderate-minor (not significant)
Visual receptor groups	Longland Lane/PRoW 5/92.PT/3	Short-term effects arising from views during construction for walkers on the path	Moderate adverse	No additional mitigation proposed	Moderate (significant)
	People living in or visiting the area of Broomhill.	Short-term effects arising from views during construction from Broomhill.	Minor-negligible adverse	No additional mitigation proposed	Minor-Negligible (not significant)
Key routes	M4 Motorway	Short-term effects arising from views during construction for drivers and passengers on the M4	Minor adverse	No additional mitigation proposed	Minor (not significant)
	Wales Coast Path	Short-term effects arising from views during construction for walkers on the path	Moderate adverse	No additional mitigation proposed	Moderate (not significant)

Environmental factor	Receptor	Impact	Effect	Additional mitigation proposed	Residual effect
	Ogwr Ridgeway/Glamorgan Ridgeway	Short-term effects arising from views during construction for walkers on the path	Minor adverse	No additional mitigation proposed	Minor (not significant)
Recreational receptors	Margam Park	Short-term effects arising from views during construction for recreational park users	Minor adverse	No additional mitigation proposed	Minor (not significant)
	Kenfig National Nature Reserve	Short-term effects arising from views during construction for recreational users of the reserve	Minor-negligible adverse	No additional mitigation proposed	Minor-Negligible (not significant)
Specific viewpoints	Bro Stone at the Pulpit Viewpoint	Short-term effects arising from views during construction for recreational park users	Minor adverse	No additional mitigation proposed	Minor (not significant)
	Cairn at Foel Fynyddau	Short-term effects arising from views during construction for walkers and visitors	Minor-negligible adverse	No additional mitigation proposed	Minor-Negligible (not significant)
Landscape designations	SLA 4: Margam	Indirect short-term effects to the SLA, during construction	Minor adverse	No additional mitigation proposed	Minor (not significant)
Operational phase					
Landscape character	LCA 1: Margam Marsh	Direct long-term effects on the Site and host LCA, once completed	Minor adverse	No additional mitigation proposed	Minor (not significant)
	LCA 50: Port Talbot Docks and Margam Works	Direct long-term effects on the Site and host LCA, once completed	Moderate-minor neutral	No additional mitigation proposed	Moderate-minor (not significant)
	LCA 3 Margam Country Park	Indirect long-term effects to the LCA, once completed	Minor adverse	No additional mitigation proposed	Minor (not significant)
	LCA 6: Mynydd Brombil, Mynydd Emroch & Mynydd Dinas	Indirect long-term effects to the LCA, once completed	Moderate-minor adverse	No additional mitigation proposed	Moderate-minor (not significant)

Environmental factor	Receptor	Impact	Effect	Additional mitigation proposed	Residual effect
Visual receptor groups	Longland Lane/PRoW 5/92.PT/3	Long-term effects arising from views of the completed development experienced by walkers on the path	Moderate adverse	No additional mitigation proposed	Moderate (not significant)
	People living in or visiting the area of Broomhill.	Long-term effects arising from views of the completed development from Broomhill.	Minor neutral	No additional mitigation proposed	Minor (not significant)
Key routes	M4 Motorway	Long-term effects arising from views of the completed development for drivers and passengers on the M4	Minor adverse	No additional mitigation proposed	Minor (not significant)
	Wales Coast Path	Long-term effects arising from views of the completed development experienced by walkers on the path	Moderate adverse	No additional mitigation proposed	Moderate (not significant)
	Ogwr Ridgeway/Glamorgan Ridgeway	Long-term effects arising from views of the completed development experienced by walkers on the path	Moderate-minor adverse	No additional mitigation proposed	Moderate-Minor (not significant)
Recreational receptors	Margam Park	Long-term effects arising from views of the completed development experienced by recreational park users	Minor adverse	No additional mitigation proposed	Minor (not significant)
	Kenfig National Nature Reserve	Long-term effects arising from views of the completed development experienced by recreational users of the reserve	Minor-negligible neutral	No additional mitigation proposed	Minor-Negligible (not significant)
Specific viewpoints	Bro Stone at the Pulpit Viewpoint	Long-term effects arising from views of the completed development experienced by recreational park users	Moderate-minor adverse	No additional mitigation proposed	Moderate-Minor (not significant)
	Cairn at Foel Fynyaddau	Long-term effects arising from views of the completed development experienced by walkers and visitors	Minor-negligible neutral	No additional mitigation proposed	Minor-Negligible (not significant)

Environmental factor	Receptor	Impact	Effect	Additional mitigation proposed	Residual effect
Landscape designations	SLA 4: Margam	Indirect long-term effects to the SLA, once completed	Minor adverse	No additional mitigation proposed	Minor (not significant)
Night-time visual effects	Longland Lane/PRoW 5/92.PT/3 & Kenfig National Nature Reserve	Proposed lighting would be visible as points of light, especially where there would be a high degree of contrast at sensitive viewpoints.	Moderate-Minor adverse	No additional mitigation proposed	Moderate-Minor (not significant)

5.12 References

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