

APPENDIX 5.4: VIEWPOINT ANALYSIS

Introduction

1. A viewpoint assessment has been carried out from a selection of key representative viewpoint locations to inform the assessment of the likely magnitude and significance of landscape and visual effects arising as a result of the proposed development.
2. Consultation was undertaken with Neath and Port Talbot County Borough Council and Natural Resources Wales (NRW) between January and April 2022 regarding the now superseded Cronus scheme. The proposed EAF facility has a similar size footprint and orientation as the Cronus scheme but has been relocated circa 0.25km north of it. Given the relatively short offset between the Cronus scheme and the EAF, there is overlap with the location and number of viewpoints that were confirmed by NPTCBC via email on 28th March 2022.
3. A site visit was undertaken in March 2024 by Stephenson Halliday 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.
4. In each case, the viewpoint photography was reviewed in terms of the extent of visibility of the proposed EAF 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 EAF as below.

Views retaken:

Viewpoint Description	Notes
Vp 2 Tata Steel Recreation Ground/Abbotts Close	Original view retained
Vp 3 Morfa Avenue, Margam	Original view retained
Vp 8 Margam Country Park	Retaken due to EAF moving to the north of the works
Vp 9 Broomhill at Pen-y-cae	Original view retained
Vp 12 M4 overbridge	Retaken due to new wind turbine
Vp 15 A48	Original view retained

5. Following a meeting with Neath and Port Talbot County Borough Council on 28th March 2024 a further four viewpoints have been added to ensure that receptors, particularly residential receptors to the north of the site, are fully represented now that the EAF has moved somewhat north within the steel works. These 4 viewpoints are numbered 22-25 shown on Figures 5.1 and 5.1 a-c.
6. During a second meeting with Neath and Port Talbot County Borough Council 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 Cronus 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.

7. The locations of the final 25 viewpoints are shown on Figures 5.1 and 5.1 a-c. Details for each viewpoint are provided below. Annotated visualisations are provided to illustrate the existing view at each viewpoint location and the likely extent of the proposed development within the view. A summary of the viewpoint analysis is provided in **Chapter 5: LVIA, Section 5.5: Established, interim and future environmental baseline** and **Table 5.6**.
8. This viewpoint analysis describes the baseline view at the viewpoint and considers the nature of the predicted change in the view. The scale of the change as described in this analysis is then reported in **Chapter 5: LVIA, Section 5.5: Established, interim and future environmental baseline** and **Table 5.6**. The wider extent of the effect (beyond the individual viewpoint considered), and its duration, are not captured in the viewpoint analysis (as a single viewpoint cannot capture extent or duration). The scale, extent and duration are factors in the overall judgement on magnitude of change, therefore judgements on magnitude of change and overall level of effect and significance are provided in **Chapter 5: LVIA**.
9. The visual assessment takes into account the screening effect of intervening landform, vegetation and built form and the potential for changes to those baseline features. It assumes clear weather conditions; although the influence of different seasons, weather, sunlight and visibility conditions have been considered, where relevant.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
1	Longlands Lane/public right of way 5/92.PT/3 LCA1: Margam Marsh	<p>Views of the site consist of Margam Moors in the foreground which extend toward the steel works in the middle and longer distance. Establishing scrub vegetation screens views into the existing brownfield land of the site further to the north. The scarp slope and upland plateau form the backdrop to the northeast, with Mynydd Brombil Wind Farm a notable feature in the skyline.</p> <p>The steel works is viewed as well-lit at night in contrast to the footpath/Longlands Lane which has no lighting.</p>	<p><i>Construction:</i> Foreground views of vegetation and soil strip within fields adjoining the lane in order to lay the cable. Construction of the EAF and scrap facility would be viewed proceeding towards the viewer in the middle distance, albeit partially filtered by intervening vegetation.</p> <p><i>Operation year 1:</i> The proposed scrap facility would be viewed in the middle distance, beyond the area of restored coastal meadows, whilst views of the tallest buildings and chimney associated with the EAF would be limited to their upper levels. The proposed development would be viewed as being located within the extents of existing industry. The proposed development would potentially screen or filter some longer distance views of a limited area of lower scarp slopes to the north but would not reduce the sense of big skies. The reinstated fields and ditches would extend the type of views found to the south. The proposed lighting would be visible as point sources amongst the site's existing lighting.</p> <p><i>Operation year 10:</i> The restored coastal meadows would largely recreate the historic field and drainage pattern to the south of Longlands Lane, creating a more coherent and well managed view in the round.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context with, but well separated from the Y Bryn Wind Farm and</p>	<p><i>Construction:</i> There would be an increase in activity associated with demolition and construction within the area of brownfield land which would not be uncharacteristic. The topography of the site would be little affected, requiring only a suitable platform for the proposed development. The cable laying would require existing vegetation and soils to be stripped. There would therefore be a temporary change to the character of the fields during the construction period.</p> <p><i>Operation year 1:</i> The proposed development would be perceived as part of the existing industrial complex set within the restored area of coastal meadow. The reinstated fields and ditches would extend the landscape character found to the south.</p> <p><i>Operation year 10:</i> The restored coastal meadows would largely recreate the historic field and drainage pattern to the south of Longlands Lane creating a more coherent and well managed view in the round.</p> <p><i>Cumulative:</i> The addition of the scheme would be perceived as a development within an existing industrial landscape outwith that of the Y Bryn Wind Farm; the latter would be viewed as development within an upland area of existing wind farm development.</p>	This viewpoint is not located within a designated landscape.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
			would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.		
2	Tata Steel Recreation Ground / Abbotts Close LCA 49: Port Talbot, Sandfields, Baglan and Margam	View across the car park and sports ground towards the existing steel works in the middle distance; views are somewhat cluttered by security fencing, overhead electrical lines, floodlighting and chimney stacks which regularly punctuate the skyline within the Tata site. Views of the site are screened by the steelworks.	<p><i>Construction:</i> Views would be predominantly screened by intervening built form with very limited views of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures. All proposed lighting would be screened by existing built form</p> <p><i>Cumulative:</i> None of the cumulative schemes would be visible in conjunction with the proposed development.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape; there would therefore be no material effect on the character of the Port Talbot, Sandfields, Baglan and Margam townscape.</p> <p><i>Cumulative:</i> No change as none of the cumulative schemes would be visible in conjunction with the proposed development.</p>	This viewpoint is not located within a designated area.
3	Morfa Avenue, Margam LCA49: Port Talbot, Sandfields, Baglan and Margam	View across the hardstanding and playing fields towards the existing steel works with associated sheds and chimney stacks in the middle distance. Views of the site are screened by the steelworks, which itself is somewhat screened by intervening built form	<p><i>Construction:</i> Views would be predominantly screened by the existing steelworks and vegetation with very limited views of the construction of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening steel works and vegetation.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape; there would therefore be no material effect on the</p>	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
		of Margam and tree and shrub vegetation.	<i>Cumulative:</i> None of the cumulative schemes would be visible in conjunction with the proposed development.	character of the Port Talbot, Sandfields, Baglan and Margam townscape. <i>Cumulative:</i> None of the cumulative schemes would be visible in conjunction with the proposed development.	
4	Eglwys Nynydd Reservoir (M4) LCA1: Margam Marsh	Taken from privately owned (Tata Steel) land to approximate views from the motorway at this location. Views towards the site consist of Eglwys Nynydd Reservoir in the foreground which extend toward the steel works in the middle and longer distance. Tree and scrub vegetation softens views of the lower levels of the works. The scarp slope is just visible to the north, but the view is dominated by water and sky with the steelworks at its intersection.	<i>Construction:</i> There would be views through much of the construction phase in context of the existing industrial development. Views of the lower level activity, such as ground works and cable laying, would be screened by intervening built form and vegetation. <i>Operation year 1 and 10:</i> The development would be viewed in the middle distance, over the expanse of the reservoir. The overall scale of industrial development would not increase in views and the proposed development would be viewed as part of the existing steelworks. The development would rise somewhat above the horizon but would remain lower in form than a number of existing chimney stacks and the big skies would be retained. <i>Cumulative:</i> The proposed development would be viewed in context of wider panoramas with the Y Bryn Wind Farm but would extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	<i>Construction:</i> There would be a small perceptible increase in activity and built form throughout the construction phase, albeit within the context of an existing working industrial landscape. <i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the host landscape; there would therefore be no material effect on the character of the Margam Marsh landscape. <i>Cumulative:</i> The addition of the scheme would be perceived as a development within an existing industrial landscape outwith that of the Y Bryn Wind Farm; the latter would be viewed as development within an upland area of existing wind farm development. The extents of industrial development would not change and the addition of the proposed development would not result in any greater effects than the existing scenario.	This viewpoint is not located within a designated area.
5	Kenfig Burrows,	Views towards the site across the Kenfig	<i>Construction:</i> Views would be predominantly screened by the existing intervening	<i>Construction:</i> There would be some short-term increased activity within the landscape	This viewpoint is within BCBC SLA 6:

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
	2.1 km S LCA14: Kenfig Dunes and Coastline SCA11: Margam to Porthcawl	Burrows in the foreground which extend toward the steelworks in the distance. The scarp slope and upland plateau form the backdrop to industry to the northeast, with Mynydd Brombil Wind Farm a feature in the skyline further east.	<p>topography, vegetation and steelworks with very limited views of the construction of the upper levels of the the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening topography, vegetation and steelworks. The proposed development would remain below the horizon.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	<p>that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape; there would therefore be no material effect on the character of the Kenfig Dunes landscape character.</p> <p><i>Cumulative:</i> The addition of the scheme would be perceived as a development within an existing industrial landscape outwith that of the Y Bryn Wind Farm; the latter would be viewed as development within an upland area of existing wind farm development. The scale of industrial development would not change in combination with the addition of the proposed development and would not result in any greater effects than the existing scenario.</p>	Kenfig Burrows. The proposed development is located at some distance and when visible would be perceived as part of the industrial works which already characterise the Port Talbot coast. The primary landscape qualities and features of the SLA would therefore remain unaffected.
6	Porthcawl Coast just north of Sker Point LCA14: Kenfig Dunes and Coastline	Views towards the site across the Kenfig Sands and Burrows which extend toward the steelworks in the distance. The scarp slope and upland plateau form the backdrop to industry to the north and east,	<p><i>Construction:</i> Distant and very limited views of the construction of the upper levels of the tallest structures, above the intervening dunes and landfill.</p> <p><i>Operation year 1 and 10:</i> Distant views would be limited to the upper levels of the tallest structures, above the intervening dunes and landfill. The overall scale of industrial development would not increase in views and</p>	<p><i>Construction:</i> There would be a very small increase in activity and built form during the construction of the upper levels of the tallest structures in the context of an existing industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of</p>	This viewpoint is within BCBC SLA 8: Porthcawl Coast. The proposed development is located at some distance and when visible would be perceived as part of the industrial works

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	SCA11: Margam to Porthcawl	whilst the open sweep of Swansea Bay draws the eye to the west.	the proposed development would be viewed as part of the existing steelworks. The development would remain below the horizon and the big skies would be retained. <i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	industry in the receiving landscape; there would therefore be no material effect on the character of the Kenfig Dunes landscape. <i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	which already characterise the Port Talbot coast. The primary landscape qualities and features of the SLA would therefore remain unaffected.
7	Wales Coastal Path, Braided Route 1.9 km W LCA6: Mynydd Bromil, Mynydd Emroch & Mynydd Dinas	Wide panoramic views towards the site from the scarp slope across the flat coastal plain of Margam Marshes and out to the wide expanse of Swansea Bay and the Mumbles. The area of existing industrial development defines the coast at this location.	<i>Construction:</i> Somewhat distant views would be available throughout the construction, albeit existing built form would partially screen or filter views of the EAF. <i>Operation 1 and 10:</i> There would be views of the majority of the proposed development set within the extents of existing industry on the coastal plain. The overall scale of industrial development would not increase in views and the proposed development would be viewed as part of the existing steelworks. The development would remain below the horizon and the big skies would be retained. <i>Cumulative:</i> The proposed development would be viewed in the context of the Metal Recycling Facility and in wider panoramas with the Y Bryn Wind Farm but the extents of industrial development in view would remain the same. The addition of the proposed	<i>Construction:</i> There would be an increase in activity and built form throughout the construction period, albeit in the context of an existing working industrial landscape. <i>Operation 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be minimal increased perception of industry in the receiving landscape. There would therefore be a very limited effect on the character of the Mynydd Bromil, Mynydd Emroch & Mynydd Dinas LCA landscape as views would be experienced as part of the wider panoramic view of the bay. <i>Cumulative:</i> The addition of the scheme would be perceived as a development within an existing industrial landscape which would not coalesce with the Metal Recycling Facility and would be outwith that	This viewpoint is within NPTCBC SLA 4: Margam. The proposed development is located at some distance and would be perceived as part of the industrial works which already characterise the Port Talbot coast. There would be a very limited effect on the wider panoramic views out of the SLA.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
			development would not result in any greater effects than the existing scenario.	of the Y Bryn Wind Farm; the latter would be viewed as development within an upland area of existing wind farm development. The scale of industrial development would not change in combination with the addition of the proposed development and would not result in any greater effects than the existing scenario.	
8	Margam Country Park 2.6 km E LCA3: Margam Country Park	Views from within the park are largely enclosed by woodland and the scarp slope to the north and east. Views of the site are screened by mature parkland vegetation and the existing industrial infrastructure. The latter consists of the upper levels of the steelworks, tanks, chimneys and conveyors. The steel works is viewed as well-lit at night in contrast to the Country Park.	<p><i>Construction:</i> Views would be predominantly screened by the existing steelworks and vegetation with very limited views of the construction of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening steel works and vegetation.</p> <p>All proposed lighting would be screened by existing built form and vegetation.</p> <p><i>Cumulative:</i> The proposed development would not be viewed in conjunction with any of the cumulative schemes.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Margam Country Park landscape.</p> <p><i>Cumulative:</i> No change as none of the cumulative schemes would be visible in conjunction with the proposed development.</p>	This viewpoint is within NPTCBC SLA 4: Margam. The proposed development is located at some distance and when visible would be perceived as part of the industrial works which already characterise the Port Talbot coast. The primary landscape qualities and features of the SLA would therefore remain unaffected.
9	Broomhill at Pen-y-cae 2.3 km N LCA:49 Port Talbot, Sandfields,	Elevated views from the lower scarp slope towards the coastal plain to the south. The area of existing industrial development beyond the built form of	<i>Construction:</i> Somewhat distant views would be screened to lower levels by the existing steelworks with limited views of the construction of the upper levels of the tallest structures.	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of</p>	This viewpoint is not located within a designated area.

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	Baglan and Margam	Port Talbot defines the coastal edge at this location.	<p><i>Operation year 1 and 10:</i> Limited views of the upper levels of the tallest structures above and between the existing steel works. The overall scale of industrial development would not increase in views and the proposed development would be viewed as part of the existing steelworks. The development would not affect longer distance seaward views.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steelworks in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	<p>the existing industrial complex and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Port Talbot, Sandfields, Baglan and Margam townscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	
10	Aberavon Sands, Port Talbot 2.1 km NW LCA: 52 Aberavon Sands SCA9: Swansea Bay - East	Views from the beach take in the sweep of Swansea Bay and Mumbles to the west. Views towards the site along the beach are punctuated by the large cranes to the port area and the distant industrial infrastructure of the steel works.	<p><i>Construction:</i> Distant and very limited views of the construction of the upper levels of the tallest structures, above the intervening dunes and landfill.</p> <p><i>Operation year 1 and 10:</i> Distant views would be limited to the upper levels of the tallest structures, above the intervening dunes and steel works. The overall scale of industrial development would not increase in views and the proposed development would be viewed as part of the existing steelworks.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The</p>	<p><i>Construction:</i> There would be a very small increase in activity and built form during the construction of the upper levels of the tallest structures in the context of an existing industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Aberavon Sands landscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas</p>	This viewpoint is not located within a designated area.

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			addition of the proposed development would not result in any greater effects than the existing scenario.	with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	
11	Ogwr Ridgeway Walk 3.4 km E LCA3: Margam Country Park	Wide panoramic views towards the site from the scarp slope across Margam Country Park and the flat coastal plain and out to the wide expanse of Swansea Bay and the Mumbles. The proposed development area is partially visible and, although it extends into an area of Margam Marshes, it appears contained within the area of existing industrial development that defines the coastal edge at this location.	<i>Construction:</i> Somewhat distant views would be screened to lower levels by the existing steelworks but views of the construction of the upper levels structures and particularly the scrap element of the proposed development. <i>Operation year 1 and 10:</i> Somewhat distant views of the proposed development above and between the existing intervening steel works. The overall scale of industrial development would marginally increase in views and the proposed development would be viewed as part of the existing steelworks. The proposed development would not affect longer distance seaward views. <i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works and the Metal Recycling Facility and in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	<i>Construction:</i> There would be some short-term increased activity within the landscape that would be perceptible but with no change in the overall character. <i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be minimal increased perception of industry in the receiving landscape. There would therefore be a very limited effect on the character of the Margam Country Park landscape as views would be experienced as part of the wider panoramic view of the bay. <i>Cumulative:</i> The addition of the development would be viewed in context of the existing steelworks and the Metal Recycling Facility and in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.	This viewpoint is within NPTCBC SLA 4: Margam. The proposed development is located at some distance and would be perceived as part of the industrial works which already characterise the Port Talbot coast. There would be a very limited effect on the wider panoramic views out of the SLA.
12	M4 overbridge 3.9 km SSE	Views are channeled across the Kenfig Industrial Estate towards the existing steelworks	<i>Construction:</i> There would be distant views throughout the construction phase in context of the existing industrial development, albeit lower level/groundworks would likely be	<i>Construction:</i> There would be a perceptible increase in activity and built form during the	This viewpoint is not located within a designated area.

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	LCA Urban-Pyle	by the cutting and vegetation either side of the M4. The coastal plain is dominated by existing industry which gives way to the scarp slope and upland plateau to the north and east and wider reaches of Swansea Bay to the west.	<p>predominantly screened by intervening built form and vegetation.</p> <p><i>Operation year 1 and 10:</i> The development would be viewed in the distance, beyond the Kenfig Industrial Estate. The overall extents of industrial development would marginally increase in views and the development would be viewed as part of the existing steelworks along the coast. The development would rise somewhat above the horizon but would remain lower in form than a number of existing chimney stacks.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	<p>construction phase, albeit within the context of an existing working industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be minimal increased perception of industry in the receiving landscape; there would therefore be a very limited effect Urban Pyle townscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steelworks in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	
13	Kenfig NNR, visitor centre 4.4 km SSE LCA14: Kenfig Burrows SCA11: Margam to Porthcawl	Views towards the site across Kenfig Pool and scrub vegetation of the nature reserve. The coastal plain is delineated by the industrial development to the foot of the scarp. The lower levels of the existing steelworks are partially screened by the intervening landfill. With	<p><i>Construction:</i> Distant and very limited views of the construction of the upper levels of the tallest structures, above the intervening dunes and landfill.</p> <p><i>Operation year 1 and 10:</i> Distant views would be limited to the upper levels of the tallest structures, above the intervening dunes and landfill. The overall scale of industrial development would marginally increase in views and the proposed development would be viewed as part of the existing steelworks.</p>	<p><i>Construction:</i> There would be a small increase in activity and built form during the construction of the upper levels of the tallest structures, albeit in the context of an existing working industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be a minimal increased perception of industry in the receiving landscape. There would therefore be a very limited effect on</p>	This viewpoint is within BCBC SLA 6: Kenfig Burrows. The proposed development is located at some distance and when visible would be perceived as part of the industrial works which already characterise the Port

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		the exception of the taller chimney stacks, existing industry is predominantly viewed below the horizon. The steel works is viewed as well-lit at night in contrast to the Nature Reserve. The scarp slope and plateau extend beyond the steelworks to the north and east whilst Swansea Bay extends to the west.	<p>The south facing elevation of the existing BOS plant would be illuminated by the proposed lighting.</p> <p>The development would remain below the horizon for all but the chimney stack and the big skies would be retained.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steelworks in wider panoramas with the Y Bryn Wind Farm. The scale and extents of industrial development would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not result in any greater effects than the existing scenario.</p>	<p>the character of the Kenfig Burrows landscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	Talbot coast. The primary landscape qualities and features of the SLA would therefore remain unaffected.
14	High Street, Kenfig Hill 6.16 km SE LCA: Urban - Pyle	Views to the north and south are screened by built form and the focus of views is to the north-west. Distant glimpsed views of the existing steelworks are available above the intervening rooftops of properties with Swansea Bay and the Swansea Parade coast visible in the far distance.	<p><i>Construction:</i> Distant views of the construction of the upper levels of the proposed development would be extremely limited above the intervening built form.</p> <p><i>Operation year 1 and 10:</i> Distant views of the proposed development would be extremely limited above the intervening built form and below the horizon. The overall scale of industrial development would not increase in views and, where visible, the proposed development would be viewed as part of the existing steelworks along the coast.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the proposed substation and existing steel works in wider panoramas with the Y Bryn Wind Farm. The scale and extent of industrial development</p>	<p><i>Construction:</i> There would be an almost imperceptible increase in activity and built form during the construction of the proposed development.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the urban townscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the proposed substation and existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The</p>	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
			would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not result in any greater effects than the existing scenario.	addition of the proposed development would not result in any greater effects than the existing scenario.	
15	A48 6.44 km SE LCA12: Newton Down Limestone Plateau	Distant glimpsed view of the steelworks and port above and between intervening vegetation from the lay-by on the A48. The city of Swansea provides a distant backdrop to views with the transmitting station just visible on Kilvey Hill.	<p><i>Construction:</i> Distant views of the construction of the upper levels of the chimney stack above the intervening vegetation.</p> <p><i>Operation year 1 and 10:</i> Distant views would be limited to the upper levels of the chimney stack and would likely be imperceptible above the intervening vegetation and below the horizon.</p> <p><i>Cumulative:</i> The addition of the proposed development would be imperceptible in view and would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	<p><i>Construction:</i> Any construction activity would be imperceptible in the context of an existing working industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be an imperceptible feature within a different landscape character type and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Newton Down Limestone Plateau landscape.</p> <p><i>Cumulative:</i> The proposed development would be imperceptible in potential views with the Y Bryn Wind Farm. The addition of the proposed development would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	This viewpoint is not located within a designated area.
16	Cairn at Foel Fynyddau 6.2 km NNE LCA17: Foel Fynyddau	Panoramic views to the coastal plain and Swansea Bay beyond. Wider views to the surrounding hills and valleys with large areas of coniferous plantation a feature of the upland landscape. Views down	<p><i>Construction:</i> Distant views of the construction of the proposed development above the intervening landform, forestry and existing steel works.</p> <p><i>Operation year 1 and 10:</i> Distant views would be limited to the upper levels of the proposed development and chimney stack above the</p>	<p><i>Construction:</i> There would be a small increase in activity and built form during the construction of the proposed development, albeit in the context of an existing working industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of</p>	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
		the Afan Valley to Port Talbot and the docks and steelworks along the coast.	<p>intervening landform and forestry and below the horizon. The overall scale of industrial development would slightly increase in views and the proposed development would be viewed as part of the existing steelworks.</p> <p><i>Cumulative:</i> The addition of the proposed development would not increase the scale of industrial development in view and would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	<p>the existing industrial complex within a different landscape character type and there would be a minimal increased perception of industry in the receiving landscape. There would therefore be a very limited effect on the character of the receiving Foel Fynyddau landscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	
17	Porthcawl Coast 5.8 km SE LCA 13 – Porthcawl Coast and Settled Farmland/ LCA14: Kenfig Dunes and Coastline SCA11: Margam to Porthcawl	Views across low rolling pasture fields in the foreground and the grass covered dunes of Kenfig Sands beyond which screen views to the site. The scarp slope and upland plateau form the backdrop to the Port Talbot steelworks to the north and east, whilst Swansea Bay is viewed extending to the west. Sker House is located just to right of view of the steelworks.	<p><i>Construction:</i> Views would be almost entirely screened by the intervening landform.</p> <p><i>Operation year 1 and 10:</i> Very limited views, likely to be imperceptible.</p> <p><i>Cumulative:</i> The addition of the proposed development would not increase the scale of industrial development in view and would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	<p><i>Construction:</i> Any construction activity would be largely imperceptible in the context of an existing working industrial landscape.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be an imperceptible feature within a different landscape character type and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Kenfig Dunes landscape and Coastline and Margam to Porthcawl seascape.</p> <p><i>Cumulative:</i> The proposed development would be imperceptible in potential views with the Y Bryn Wind Farm. The addition of the proposed development would not therefore result in any greater cumulative</p>	This viewpoint is within BCBC SLA 8: Porthcawl Coast. The proposed development is located at some distance and when visible would be perceived as part of the industrial works which already characterise the Port Talbot coast. The primary landscape qualities and features of the SLA would therefore remain unaffected.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
				effects in conjunction with the Y Bryn Wind Farm than the existing scenario.	
18	Swansea Parade, Blackpill 14.5 km WNW LCA 35: Clyne Valley SCA8: Swansea Bay - West	Wide panoramic views of Swansea Bay. The site is screened by existing steel works which is generally viewed against the backdrop of the scarp slope and upland plateau to the east. A single tall chimney rises above the horizon where the scarp gives way to lower lying land to the south-east of the site. The view is representative of the sustrans Swansea Bike Path.	<i>Construction:</i> Distant views of the construction of the upper levels of the proposed development would be extremely limited due to intervening distance. <i>Operation year 1 and 10:</i> Distant views of the proposed development would be extremely limited beneath the scarp slope. The overall scale of industrial development would not increase in views and, where visible, the proposed development would be viewed as part of the existing steelworks along the coast. <i>Cumulative:</i> The proposed development, when visible, would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm. The scale and extent of industrial development would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not result in any greater scale of effects than the existing scenario.	<i>Construction:</i> Any construction activity would be largely imperceptible in the context of an existing working industrial landscape. <i>Operation year 1 and 10:</i> The proposed development would be a largely imperceptible feature within a different landscape character type and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Swansea Bay - West seascape. <i>Cumulative:</i> The proposed development would be largely imperceptible in potential views with the Y Bryn Wind Farm. The addition of the proposed development would not result in any perceived increase in industrialisation and therefore cumulative effects in conjunction with the Y Bryn Wind Farm would be no different to the existing scenario.	This viewpoint lies just outside the Gower National Landscape but is somewhat indicative of very limited views of the proposed development at significance distance. When visible it would be perceived as part of the industrial works which already characterise the Port Talbot coast. The special qualities and key characteristics of the LCA would therefore remain unaffected.
19	Nicander Parade, Swansea 12.8 km NW NLCA38: Swansea Bay	Elevated panoramic views across Swansea City and Bay towards the north Devon coast in the far distance. The site is located to the southern extents of the existing steelworks which screen views of	<i>Construction:</i> Distant views of the construction of the upper levels of the proposed development would be extremely limited due to distance. <i>Operation year 1 and 10:</i> Distant views of the proposed development would be extremely limited. The overall scale of industrial development would not increase in views and, when visible, the proposed development	<i>Construction:</i> Any construction activity would be largely imperceptible in the context of an existing working industrial landscape. <i>Operation year 1 and 10:</i> The proposed development would be a largely imperceptible feature within a different landscape character type and there would be no increased perception of industry in	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
		the site. The scarp slope and upland plateau rise to the east of the site but much of the existing works is seen against the lower lying backdrop of rolling farmland to the south-east. A small number of taller chimneys rise above the horizon against this backdrop.	would be viewed as part of the existing steelworks along the coast. <i>Cumulative:</i> The proposed development, when visible, would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm. The scale and extent of industrial development would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not result in any greater scale of effects than the existing scenario.	the receiving landscape. There would therefore be no material effect on the character of the Swansea Bay - West seascape. <i>Cumulative:</i> The proposed development would be largely imperceptible in potential views with the Y Bryn Wind Farm. The proposed development would not result in any perceived increase in industrialisation and therefore cumulative effects in conjunction with the Y Bryn Wind Farm would be no different to the existing scenario.	
20	Swansea Parade, Swansea Cenotaph 13.1 km NW NLCA38: Swansea Bay SCA8: Swansea Bay West	Wide panoramic views of Swansea Bay and the north Devon Coast in the far distance. The site is located to the southern extents of the existing steelworks which screen views of the site. The scarp slope and upland plateau rise to the east of the site but much of the existing works are seen against the lower lying backdrop of rolling farmland to the south-east; a small number of taller chimneys and buildings rise above the horizon against this backdrop. Representative of Route	<i>Construction:</i> Distant views of the construction of the upper levels of the proposed development would be extremely limited due to distance. <i>Operation year 1 and 10:</i> Distant views of the proposed development would be extremely limited. The overall scale of industrial development would not increase in views and, when visible, the proposed development would be viewed as part of the existing steelworks along the coastal plain. <i>Cumulative:</i> The proposed development, when visible, would be viewed in context of the existing steelworks in wider panoramas with the Y Bryn Wind Farm. The scale and extent of industrial development would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not	<i>Construction:</i> Any construction activity would be largely imperceptible in the context of an existing working industrial landscape. <i>Operation year 1 and 10:</i> The proposed development would be a largely imperceptible feature within a different landscape character type and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Swansea Bay - West seascape. <i>Cumulative:</i> The proposed development would be largely imperceptible in potential views with the Y Bryn Wind Farm. The proposed development would not result in any perceived increase in industrialisation and therefore cumulative effects in conjunction with the Y Bryn Wind Farm	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
		4 of the National Cycle Network.	result in any greater scale of effects than the existing scenario.	would be no different to the existing scenario.	
21	Mumbles Hill Information Point 13.4 km W LCA33: Limeslade	Wide panoramic views of Swansea Bay and to the north Devon Coast to the south. The existing port and steelworks at Port Talbot is generally viewed against the backdrop of the scarp slope and upland plateau to the east. A single tall chimney rises above the horizon where the scarp gives way to lower lying rolling farmland land to the south-east of the site. The steel works is viewed as well-lit at night in contrast to the viewpoint. The site itself is screened by the built form of the existing steelworks.	<i>Construction:</i> Distant views of the construction of the proposed development would be extremely limited due to distance. <i>Operation year 1 and 10:</i> Distant views of the proposed development would be extremely limited. The overall scale of industrial development would not increase in views and, when visible, the proposed development would be viewed as part of the existing steelworks along the coastal plain. The proposed lighting would not be discernible in views. <i>Cumulative:</i> The proposed development, when visible, would be viewed in context of the existing steelworks in wider panoramas with the Y Bryn Wind Farm. The scale and extent of industrial development would not increase as a result of the addition of the proposed development. The addition of the proposed development would therefore not result in any greater scale of effects than the existing scenario.	<i>Construction:</i> There would be a very small increase in activity during the construction phase which would likely be imperceptible within the context of an existing working industrial landscape. <i>Operation year 1 and 10:</i> The proposed development would be largely imperceptible feature within a different landscape character type and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Limeslade landscape. <i>Cumulative:</i> The proposed development would be largely imperceptible in potential views with the Y Bryn Wind Farm. The proposed development would not result in any perceived increase in industrialisation and therefore cumulative effects in conjunction with the Y Bryn Wind Farm would be no different to the existing scenario.	This viewpoint is within the Gower National Landscape. The proposed development is located at significant distance and when visible would be perceived as part of the industrial works which already characterise the Port Talbot coast. The special qualities and key characteristics of the LCA would therefore remain unaffected.
22	Harbour Way 2.1 km N LCA50: Port Talbot Docks & Margam Works	Views are open in character to the south and west across Port Talbot Docks, whilst the Margam Mountains form the background to views to the east. An	<i>Construction:</i> Views would be predominantly screened by the existing steelworks and vegetation with very limited views of the construction of the upper levels of the tallest structures.	<i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character. <i>Operation year 1 and 10:</i> The proposed development would be largely imperceptible	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
		industrialised view with taller elements of the steelworks and the Hanson Cement Works in view behind the palisade security fence. Representative of Route 4 of the National Cycle Network.	<p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening steelworks and vegetation.</p> <p><i>Cumulative:</i> The addition of the proposed development would not increase the scale of industrial development in view and would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	<p>and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Port Talbot & Margam Works landscape.</p> <p><i>Cumulative:</i> The proposed development would be viewed in conjunction with the cumulative schemes.</p>	
23	Wales Coast Path near Mynydd Brombil 1.7 km NNE LCA 6: Mynydd Bromil, Mynydd Emroch & Mynydd Dinas	Elevated views from the lower scarp slope towards the coastal plain to the south. The area of existing industrial development beyond the built form of Port Talbot defines the coastal edge at this location with Swansea Bay beyond. The existing steelworks are dominant in these views.	<p><i>Construction:</i> Somewhat distant views would be predominantly screened to lower levels by the existing steelworks with limited views of the construction of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Limited views of the upper levels of the tallest structures above and between the existing intervening steel works. The overall scale of industrial development would not increase in views and the proposed development would be viewed as part of the existing steelworks. The development would not affect longer distance seaward views.</p> <p><i>Cumulative:</i> The proposed development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be perceived as part of the existing industrial complex and there would be minimal increased perception of industry in the receiving landscape. There would therefore be a very limited effect on the character of the Mynydd Bromil, Mynydd Emroch & Mynydd Dinas landscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	This viewpoint is within NPTCBC SLA 4: Margam. The proposed development is located at some distance and would be perceived as part of the industrial works which already characterise the Port Talbot coast. There would be a very limited effect on the wider panoramic views out of the SLA.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
24	Wales Coast Path at Mariner's Point 1.75 km NNW LCA49: Port Talbot, Sandfields, Baglan and Margam	Views to the south across Port Talbot Docks, whilst the Margam Mountains form the background to views to the east. An industrialised view representative of the Wales Coast Path at this point.	<p><i>Construction:</i> Views would be predominantly screened by the existing steelworks and landform with very limited views of the construction of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening steel works and landform.</p> <p><i>Cumulative:</i> The addition of the proposed development would not increase the scale of industrial development in view and would not therefore result in any greater cumulative effects in conjunction with the Y Bryn Wind Farm than the existing scenario.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be just perceptible but with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be largely imperceptible and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect on the character of the Port Talbot, Sandfields, Baglan and Margam landscape.</p> <p><i>Cumulative:</i> The addition of the development would be viewed in context of the existing steel works in wider panoramas with the Y Bryn Wind Farm but would not extend the visual extents of industrial development. The addition of the proposed development would not result in any greater effects than the existing scenario.</p>	This viewpoint is not located within a designated area.
25	Cwmavon Road 3.3 km N LCA49: Port Talbot, Sandfields, Baglan and Margam	Views to the south across Port Talbot towards the steelworks. The view is representative of Route 887 of the National Cycle Network.	<p><i>Construction:</i> Views would be almost entirely screened by the existing steelworks and raised section of the M4 motorway, with very limited views of the construction of the upper levels of the tallest structures.</p> <p><i>Operation year 1 and 10:</i> Very limited views of the upper levels of the tallest structures above the intervening steel works and landform that would be largely imperceptible.</p>	<p><i>Construction:</i> There would be some short-term increased activity within the landscape that would be largely imperceptible, with no change in the overall character.</p> <p><i>Operation year 1 and 10:</i> The proposed development would be largely imperceptible and there would be no increased perception of industry in the receiving landscape. There would therefore be no material effect</p>	This viewpoint is not located within a designated area.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character	Predicted Change to Designated Area
			<i>Cumulative:</i> The proposed development would not be viewed in conjunction with the cumulative schemes.	on the character of the Port Talbot, Sandfields, Baglan and Margam landscape. <i>Cumulative:</i> The proposed development would not be viewed in conjunction with the cumulative schemes.	