

Margam Substation Extension

Landscape and Visual Addendum for views from Harbour Way

On behalf of **National Grid Electrical Transmission**

nationalgrid

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Ltd (Stantec) was commissioned by National Grid Electricity Transmission (NGET), to undertake a landscape and visual appraisal (LVA) in support of a planning application for Margam Substation Extension.
- 1.1.2 During consultation with Neath Port Talbot Council (NPT) concerns were raised over the potential for visibility of the Proposed Development for road users along the A4241 (Harbour Way), in particular views towards the GIS Hall which is the tallest element within the Site.
- 1.1.3 Subsequent internal conversations between the Stantec Landscape team and NGET resulted in the need to provide some visual data to support the sequential visual assessment provided within the submitted LVA.
- 1.1.4 This Addendum therefore aims to provide support to the written sequential assessment for Harbour Way, and provides clarity on the scope, methodology, and limitations of the visual data provided.

1.2 Scope of Addendum

- 1.2.1 This Addendum to the LVA considers:
 - Typical views for road users from three locations along the A4241 (Harbour Way) towards the Site;
 - This Addendum has been produced in support of the sequential assessment provided within the LVA, and does not therefore provide further assessment;
 - The visuals provided aim to illustrate the potential visibility of the GIS Hall only, which represents the worst-case visually given it is the tallest element within the Proposed Development.

1.3 Methodology and Limitations

- 1.3.1 The visuals provided within this addendum were produced utilising publicly accessible data in the form of Google Earth Pro in Street View (imagery date 7/2022).
- 1.3.2 The following steps were taken in order to produce the visuals within this Addendum:
 - A Site plan was overlaid in Google Earth (see Image 1 – Location of GIS Hall within the Site) to understand the location of the GIS Hall within the footprint of the Site.
 - The GIS Hall was modelled utilising the polygon tool, setting the height at 13m as representative of the GIS Hall on the ground, and coloured green to represent the proposed material finishing.
 - A screenshot was then taken utilising Street View at three separate locations along Harbour Way in 'live space' and 'model space'.
 - The 'model space' visual was then overlaid on the corresponding 'live space' image in Adobe Photoshop.

- A mask was then applied to the 'model space' layer, with any extraneous areas 'painted out', leaving the GIS Hall.
- The GIS Hall was then reduced in transparency slightly to broadly represent atmospheric conditions and colour perception over distance.

1.3.3 Limitations associated with this approach include:

- Potential changes to baseline conditions since the date of the Google Earth Pro imagery (2022).
- Potential inaccuracies between the 'live space' images and the 'model space' images in Google Earth Pro.
- Limitations of accuracy on finished heights of the GIS Hall (heights were taken from Drawing MARPT-BHK-01-ZZ-DG-A-202001 – Margam GIS Hall – GA Elevations) used for the visuals as created in Google Earth Pro.
- The included visuals are intended to show three points of a typical road users journey from north to south on the eastern carriageway of Harbour Way travelling south towards the Site. It is not intended to provide an indication of views from every point along the road, and although these visuals are broadly facing in the direction of the Site, it should be noted that road users tend to be focussed on the road ahead, particularly on roads typically related to higher speeds.
- The approach regarding the visuals within this Addendum was taken given the location of the views (on a fast moving A-road with no safe stopping places), where taking photographs was not a viable option. The use of Google Earth Pro snipped images to indicate visibility of development from roads is not unusual where such restrictions occur.

1.4 Conclusions

- 1.4.1 This addendum has been compiled to compliment the sequential assessment for the A4241 (Harbour Way) which is detailed within the main LVA document. The conclusions drawn from the images contained within this Addendum support comply with the detailed assessment, in that visual effects would be no worse than slight adverse with a minor level of significance given the low sensitivity of receptors travelling on the A-road, the visual context of the Proposed Development within the wider largely industrial setting, and the intervening existing vegetation to the north and northeast of the Site.

Image 1: Location of GIS Hall within the Site



Image 2: Visual 1



Image 3: Visual 2



Image 4: Visual 3

