

## **Appendix 9F**

### **Visual Impact of Southern Sidings**

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## F1 Introduction

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During consultee meetings held on 27/10/20 and 08/02/21 Neath Port Talbot Council felt that the full extent of visual impacts as a result of the sidings at the southern extent of the proposed development was not captured within the LVIA or fully understood. The area had not been specifically identified within the assessment due to restricted visibility in that part of the site, the existence of existing rail infrastructure and the proximity of other viewpoints.

The LVIA chapter includes Viewpoint 16 and Viewpoint 17 which are located to the south of the proposed development and capture the likely effects for receptors along the A4109. It was however agreed that additional supporting information would demonstrate how the sidings sit within the existing landscape.

It was agreed that further information would be submitted as sections demonstrating the existing topography/features, the proposed earthworks, indicative heights of rail infrastructure and sight lines.

## F2 Supporting Illustrative Information

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Sections are available on Figure 9.17 which illustrate the sidings in relation to receptors located along the A4109. These sections include the 3m acoustic barrier, an indicative 4.1m height offset from the sidings earthworks (representing the maximum height of trains) and sight lines from potential receptors.

## F3 Summary

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The topography and existing vegetation provide screening of the majority of the sidings for receptors located along the A4109. Properties at the western edge of the sidings would have views of the acoustic barrier and passing trains, however, it is not anticipated to result in further significant effects beyond those reported at Viewpoint 16.

It is noted that rail and road infrastructure (A4109 and the Neath and Brecon Railway) forms part of the baseline condition for views from these properties and that mitigation measures such as screening planting would not be appropriate as it would result in a significant change to the long-distance nature of views that are currently available to the north.

To minimise visual impacts of acoustic barriers across the project all barriers shall be timber clad. This area however represents an opportunity for alternative treatments to be investigated at detailed design which may provide enhanced visual integration of the barriers.