

12 GLINT AND GLARE

- 12.1 As stated within the Scoping Report submitted to PINS in December 2018, the effects of glint and glare have not been assessed in the EIA but rather avoided through project design.
- 12.2 To provide evidence of this, Pager Power, who have undertaken over 450 Glint and Glare assessments in the UK and internationally, were retained to assess the possible effects of glint and glare from the proposed project. Their Solar Photovoltaic Glint and Glare study can be found at Appendix 12.1.
- 12.3 The nearest licensed aerodrome is Cardiff which is more than 35km from the proposed development. At this range:
- No impact on the Air Traffic Control tower is predicted as there is no visibility of the panel area.
 - No significant impact on approaching pilots would be predicted due to the separation distance, which would ensure that either:
 - No reflections towards the final two miles of the approach would be geometrically possible;
 - or any reflections would be of negligible intensity.
- 12.4 As such, significant impacts are not predicted, and detailed assessment is not required. Aviation receptors have therefore been scoped out of the Glint and Glare assessment.

SYNOPSIS

- 12.5 Reflections are not predicted for road users on any major roads due to a lack of visibility of the reflecting panel locations.
- 12.6 Reflections at dwelling receptors are unlikely to be experienced in the majority of cases due to restricted visibility of the site. This is based on a desk-based review of aerial and street level imagery and supported by site survey data provided by the developer in November 2018.
- 12.7 The proposed landscape plans will significantly reduce or entirely eliminate visibility from the nearest dwellings that would otherwise be potentially affected.
- 12.8 No significant impacts are predicted and no mitigation measures beyond those already proposed are required.