

Welsh Government

M4 Corridor around Newport

Environmental Statement Volume
3: Appendix 9.11
Visual Assessment Table –
Roads and Public Transport
Routes

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Appendix 9.11 Visual Assessment Table - Roads and Public Transport Routes

Survey Dates:

September and October 2015

Distance of views has been assessed using the following parameters: up to 1km from the proposed new section of motorway = Short distance, 1km-5km = Middle distance, 5km-10km = Long distance, Over 10km = Distant. Any distances quoted are approximate

Refer to Figure 9.19 for location of receptors and visual effects drawings, Figure 9.9 for location of representative viewpoints, Figure 9.10 for day and night time photosheets, and Figure 9.11 for photomontage sheets

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
150	Roads to the north of the A48M & M4 Coal Pit Lane, Druidstone Rd, Tyla Lane & Penylan Rd Unclassified roads National Speed limit applies Moderate sensitivity	Short to medium	<p>These roads are all rural lanes running through mixed farmland with occasional adjacent houses and farms. For the vast majority of their length tall dense roadside hedgerows obscure views outwards. Occasional glimpses out across the surrounding landscape are available, generally at field gateways, motorway overbridges and in the vicinity of roadside dwellings, but at normal traffic speeds views of the landscape would be fleeting. Penylan Road has some more substantial open stretches due to lower hedgerows, which are occasionally intermittent, from which the surrounding rolling agricultural landscape can be experienced, particularly to the east of the highpoint near pan-Y Lan as the road starts dropping towards Bassaleg. From points along this stretch of road wide expansive views are available to the south east across the nearby fields to the far southern industrial reaches of Newport and the Severn Estuary below.</p> <p>Construction: There would be very occasional fleeting views of woodland clearance, earthworks and large plant and equipment associated with the most elevated sections of the Castleton Junction works beyond intervening fields from gaps in hedgerows. Clearer views would be available from Druidstone Road as it passes over the existing M4 and from Coal Pit Lane as it passes over the existing A48M, but these views would still be fleeting at normal traffic speeds. The more open stretches of Penylan Road would occasionally afford views of the uppermost areas of woodland clearance associated with Castleton Junction, and plant and machinery working across the borrow pit areas. Stock piles may also sporadically be visible above an intervening ridge. The tallest elements of the Usk Bridge would also be perceptible from the highest, most open stretches of this road, although at normal traffic speeds this would not be highly noticeable within the expansive views available.</p> <p>Year 1: There would be fleeting views of the enlarged Castleton Junction area, including bare cutting faces and an increase in traffic lanes as Druidstone Road and Coal Pit Lane pass over the existing motorways. However, many components of the views available would not be largely dissimilar from the baseline. Occasional glimpsed views out from the road corridors would reveal a reduced area of woodland and may include bare earth areas associated with the borrow pit area to the north of Castleton Junction. However these changes from the baseline would be barely perceptible. The Usk Bridge would be visible from the highest, most open stretches of Penylan Road, although at normal traffic speeds this would not be highly noticeable within the expansive views available.</p> <p>Year 15: Proposed woodland planting will largely return the visual amenity as experienced by users of these roads to the baseline situation.</p>	Negligible adverse	Slight adverse		
				Negligible adverse		Slight adverse	
				No change		Neutral	
151	A48 between Tyla Lane and Imperial Park	Short to medium	This section of the A48 links the Cardiff district of St Mellons with the Newport industrial district of Imperial Park via an area of semi-rural mixed agricultural land lying between the low lying Wentlooge Levels and the higher ground around the Castleton Ridge. It also passes through the northern edge of the village of Castleton. Views				

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					During Construction	Year 1 Winter	Year 15 Summer
	Trunk Road 50mph Low sensitivity		<p>outwards from the road are frequently contained by roadside vegetation and buildings, although there are occasional views available across surrounding farmland. The fields around the road in this area are frequently bounded by mature hedgerows and tree belts creating a generally well wooded appearance and restricting longer range views. The road itself is frequently tree lined on both sides away from the village of Castleton, particularly to the east of this village, giving the road a predominantly rural character despite frequent nearby buildings and motorways.</p> <p>Construction: Views towards the Castleton Junction area are occasionally visible above and between intervening elements and the construction area for this part of The proposed motorway would be evident for users of the road for short stretches at a time. Prominent elements would include extensive woodland clearance, substantial earthworks and large plant and machinery. To the west of Castleton these views are middle distance and available intermittently above and between intervening vegetation. To the west of Castleton The proposed motorway is closer and views to the construction area would be short range and on occasion immediately adjacent to the road corridor. Construction of the elevated new section of motorway over the existing A48 would be especially prominent for motorists using the stretch of road between Castleton and Blacksmiths Way. Through Castleton itself the proposed motorway area is screened by vegetation and buildings immediately adjacent to the road. In addition, excavations and earthworks associated with Water Treatment Area 1 would be visible immediately to the south of the road to the east of Castleton. The intermittent nature of views of The proposed motorway and the speed of traffic using the road reduces the significance of effect of these impacts.</p> <p>Year 1: Traffic, infrastructure, bare embankments and cutting faces associated with the Castleton Junction area would be occasionally glimpsed from the road to the west of Castleton. To the east of Castleton the bare embankments and open expanse of water and reed beds would be noticeable between roadside trees. In this area bare embankments associated with the nearby re-aligned A48M west bound and retaining walls, and elevated roads associated with the proposed new motorway would be dominant and highly visible elements.</p> <p>Year 15: Woodland planting proposed as part of the Castleton Junction area would largely screen The proposed motorway from motorists using this section of the A48. Glimpses of traffic and infrastructure are likely to remain for motorists travelling between Castleton and St Mellons as the more elevated road sections at the western end of the Junction are likely to remain visible above surrounding vegetation. However views of this part of the proposed motorway would be fleeting at normal traffic speeds. The open water associated with Water Treatment 1 may remain intermittently visible through proposed shrub planting and is likely to draw attention as it will continue to visually contrast with the surroundings. The elevated section of the M4 new motorway as it crosses the A48 and traffic travelling along it will remain as a highly noticeable feature for users of this road between Castleton and Blacksmiths Way.</p>	Moderate adverse	Slight adverse		
152	Roads within the Cardiff districts of St Mellons & Llanrumney	middle	The majority of the roads in this area run through densely developed urban areas with limited views out beyond the immediate highway corridor. There is a very limited number of intermittent longer range views in the direction of the new section of motorway from some elevated lengths of road and roads on the very eastern edges of the district where the surrounding buildings and vegetation afford glimpsed views in between.				

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					During Construction	Year 1 Winter	Year 15 Summer
	<p>B Roads, local distributor roads and unclassified residential streets</p> <p>Mainly 30mph limit, some 40mph on B roads</p> <p>Low sensitivity</p>		<p>Construction: Very occasional and fleeting views of woodland clearance and earthworks associated with the elevated Castleton Junction area may be available in the middle distance from a very small number of locations along the road network in this area. At normal traffic speeds the fleeting nature of changes in visual amenity due to new section of motorway would be barely perceptible.</p> <p>Year 1: The reduced area of woodland, limited sections of the newly formed cutting faces and some traffic and infrastructure associated with the Castleton Junction area may just be glimpsed from a small number of locations along the road network in this area. At normal traffic speeds the fleeting nature of changes in visual amenity due to The proposed motorway would be barely perceptible.</p> <p>Year 15: Proposed woodland planting associated with the elevated Castleton Junction area will largely return the visual amenity from roads in this area to the baseline situation.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>No change</p>	<p>Neutral</p> <p>Neutral</p> <p>Neutral</p>	<p>Neutral</p> <p>Neutral</p> <p>Neutral</p>	<p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
153	<p>Roads linking the A48 and B4239 through Castleton and Marshfield</p> <p>Marshfield Lane & Broadway</p> <p>20 & 30mph limit between A48 and railway line, national speed limit applies south of railway</p> <p>Moderate sensitivity</p>	Short to middle	<p>For the majority of the length of these roads as they pass through the villages of Castleton and Marshfield views are limited to the immediate highway corridor due to houses and hedgerows immediately adjacent to the road obscuring views out across the surrounding landscape. There are very occasional fleeting glimpses towards the proposed new section of motorway area from Marshfield Lane as it passes through Castleton, where the elevated land associated with the Castleton Junction area is visible at the end of side roads. Beyond the villages, to the south of the South Wales to London mainline railway, this road has a more open character as it runs through the Wentlooge Levels. The road is most frequently bounded by reed filled reens rather than hedgerows. Clear views are frequently available outwards over the surrounding low lying, flat agricultural landscape which, although predominantly rural, includes urban elements within views available, such as power lines and industrial buildings on the nearby Imperial Park area.</p> <p>Construction: There would be very limited views available of the construction areas for the new section of motorway from the majority of this road as it runs through and between the villages of Castleton and Marshfield due to intervening elements alongside the road. From the more rural, open stretch of road to the south of the South Wales to London mainline railway, middle distance views of the construction area associated with the Castleton Junction would be available above and beyond the rural foreground. Woodland clearance and creation of cuttings, embankments and elevated sections of road would be the most noticeable elements at this distance. The limited proportion of road affected would reduce the magnitude of impacts.</p> <p>Year 1: Bare cutting faces and embankments would be visible from the more open stretches of road to the south of the mainline railway and traffic and infrastructure associated with the Castleton Junction area would be noticeable in the views available. The limited proportion of road affected would reduce the magnitude of impacts.</p> <p>Year 15: Proposed woodland planting around the Castleton junction area would largely return visual amenity to the baseline situation. Any changes to visual amenity by this stage would not be perceptible in the views available for motorists travelling at normal traffic speeds.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Neutral</p> <p>Neutral</p> <p>Neutral</p>

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
154	Roads within Marshfield & Castleton to the west of Marshfield Road St Mellons Rd & Wellfield Rd also form part of National Cycle Route 4 30mph limit within villages, national speed limit applies to St Mellons Rd as it leaves Marshfield Moderate sensitivity	Short to middle	<p>There are no views towards the new section of motorway from the roads within the villages in this area. These are predominantly densely developed residential streets where views outwards from the immediate road corridor are obscured by houses and vegetation. The only road with longer range views available is St Mellons Road between the western edge of Marshfield and Heol Las. This road is lined with tree belts and hedgerows for much of its length but there are regular gaps in this roadside vegetation that afford glimpsed views of the surrounding well wooded pastoral landscape. To the north east the elevated Castleton Ridge is occasionally visible in the middle distance above this rural foreground.</p> <p>Construction: There would be intermittent views of the construction area associated with the Castleton Junction from limited stretches of St Mellons road beyond the fringes of Marshfield. Woodland clearance and earthworks would be the most noticeable elements at this distance but views of these elements would be fleeting due to the intermittent nature of the view and traffic speeds along this road. The limited proportion of roads affected would reduce the magnitude of impacts.</p> <p>Year 1: The newly formed bare cutting faces and traffic moving through the elevated Castleton Junction area are likely to be noticeable above and beyond the pastoral foreground, but this change would have a limited effect on visual amenity due to the fleeting nature of the views and distances involved. The limited proportion of roads affected would reduce the magnitude of impacts.</p> <p>Year 15: Proposed woodland planting around the Castleton junction area would largely return visual amenity to the baseline situation. Any changes to visual amenity by this stage would not be perceptible in the views available for motorists travelling at normal traffic speeds.</p>	Minor adverse Minor adverse No change	Slight adverse Slight adverse Neutral		
155	Roads within Marshfield & Castleton to the east of Marshfield Road 30mph limit Moderate sensitivity	Short to middle	<p>There are limited views towards the proposed motorway area from the village roads in this area. These are predominantly densely developed residential streets where views outwards from the immediate road corridor are obscured by houses and vegetation. The only roads with longer range views available are parts of Church Lane, the very top end of Castleton Rise and the top end of Vicarage Gardens. Church Lane is lined with tree belts and hedgerows for much of its length but there is a more open stretch at the northern end that affords fleeting views of the elevated Castleton Ridge area above the roadside hedge. Castleton Rise and Vicarage gardens afford limited glimpsed views of the surrounding agricultural landscape and the elevated Castleton Ridge area between houses lining the streets.</p> <p>Construction: There would be fleeting views of the construction area associated with the Castleton Junction from limited stretches of Church Lane, Castleton Rise and Vicarage gardens. Woodland clearance and earthworks would be the most noticeable elements at this distance but views of these elements would be fleeting due to the intermittent nature of the view. The limited proportion of roads affected would reduce the magnitude of impacts.</p> <p>Year 1: The newly formed bare cutting faces and traffic moving through the elevated Castleton Junction area are likely to be noticeable above and beyond the pastoral foreground where more open views are available from Church Lane, the very top end of Castleton Rise and the top end of Vicarage Gardens. This change would have a limited effect on visual amenity due to the fleeting nature of the view. The limited</p>	Negligible adverse Negligible adverse	Slight adverse Slight adverse		

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					During Construction	Year 1 Winter	Year 15 Summer
			<p>proportion of roads affected would reduce the magnitude of impacts.</p> <p>Year 15: Proposed woodland planting around the Castleton junction area would largely return visual amenity to the baseline situation. Any changes to visual amenity by this stage would not be perceptible in the views available for motorists travelling at normal traffic speeds.</p>	No change			Neutral
156	<p>B4239 between Wentlooge Industrial Area & St Brides</p> <p>Wentlooge Rd & Broadstreet Common</p> <p>30 & 40mph limits in vicinity of villages, 50 mph and national speed limit applies for undeveloped stretches.</p> <p>Moderate sensitivity</p>	Middle	<p>From long stretches of this road, open and expansive views are available across the Wentlooge Levels landscape. The elevated Castleton ridge (M4 Junction 29) can be seen to the north in the middle distance rising up above the open, flat, low lying foreground. Glimpses of moving traffic are just perceptible through gaps in the woodland around the Junction. The South Wales to London railway line is also visible, cutting through the levels from west to east. The views include several built elements such as pylons and agricultural buildings and the houses on the southern edge of Marshfield. Industrial buildings on Imperial Park are visible through and between intervening vegetation from sections of this road. Views to the surrounding landscape are more obscured at the western end of this road by buildings within and around Wentlooge Industrial Area and similarly views outwards in the vicinity of the villages of Peterstone Wentlooge and St Brides are restricted to nearby buildings and tree belts associated with these villages.</p> <p>Construction: Woodland clearance and earthworks around the Castleton Junction area would be discernible in the views from long stretches of this road, resulting in perceptible damage to visual amenity. As the construction area would be a relatively small element within the expansive and open views that are available, the magnitude of impact would be reduced.</p> <p>Year 1: Traffic moving through the Castleton Junction would be perceptible from this road and the bare cutting faces are likely to remain noticeable. However, the views across the Levels are so expansive and open that these elements would not be dominant and the magnitude of impact would therefore be reduced.</p> <p>Year 15: Proposed woodland planting would largely obscure views of The proposed motorway. The three tier flyover section where the A48, new section of motorway and reclassified M4 converge is likely to remain visible but this would not be highly noticeable in the context of the wider view.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	Slight adverse	Slight adverse	Slight adverse
157	<p>Ty Mawr lane</p> <p>Also forms National cycle Route 88</p> <p>National speed limit applies</p> <p>Moderate sensitivity</p>	Middle	<p>Views outwards from this road corridor are restricted at the western end to nearby buildings and tree belts associated with the southern edge of Marshfield. In contrast, as the lane runs onto the more open Wentlooge Levels area, views are largely uninterrupted, expansive and far reaching. The immediate landscape is a characteristic levels landscape of lush pasture and reed lined reens. There are more hedges and tree belts to the west near to Marshfield, and a more wooded landscape is visible to the north east associated with Parc Golf Course. Beyond this landscape the prominent well wooded rising ground to the north of the Levels area forms the backdrop to the view. The Existing M4/A48M Castleton Junction cuts into this rising ground in the middle distance and glimpsed views of moving traffic, signs and gantries are available where there are occasional gaps in the woodland. At the eastern end the lane runs adjacent to the fairways of Parc Golf Club, and mature tree belts associated with this area means that views from the road of the surrounding landscape become more filtered and intermittent.</p>				

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					During Construction	Year 1 Winter	Year 15 Summer
			<p>Construction: Although in the middle distance, the extensive works associated with the Castleton Junction remodelling would be clearly perceptible from the majority of this lane, elevated as they are above the lower lying road and sweeping in a wide swathe across the ridge. The large scale tree clearance and re-grading of the hill would be noticeable and larger plant and equipment is likely to be perceptible. However, as the views available are so expansive and open the dominance of the construction area within the available view is reduced.</p> <p>Year 1: Moving traffic, highway infrastructure, bridges, flyovers and lighting would be noticeable on the rising ground in the middle distance from the majority of this lane. The cutting faces and embankments would be largely bare earth and would stand out in contrast to the surrounding fields, hedges and woodlands. However, as the views available are so expansive and open the dominance of these elements in the view is reduced.</p> <p>Year 15: Woodland planting would be starting to soften and integrate the cuttings, embankments and engineered structures. Traffic and some of the highway infrastructure would still be visible as glimpses through and over the trees, although they would be less prominent in the view than at year 1. The three tier flyover section where the A48, new section of motorway and reclassified M4 converge would remain clearly visible.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Slight adverse</p>	
158	<p>Hawse Lane and Church Lane</p> <p>30 mph in vicinity of Church Crescent, national Speed limit applies elsewhere</p> <p>Moderate sensitivity</p>	Short to middle	<p>Hawse Lane forms the southern section of this route between Ty Mawr Lane and the B4239. Views out from the road are predominantly open and there are frequent expansive views across the Levels landscape, occasionally obscured and filtered by roadside tree belts and hedgerows. The elevated Castleton Ridge area is frequently visible above and beyond the intervening pastoral landscape to the north and north west and large industrial buildings on Imperial Park are prominent features to the north east as the lane nears this area. Church lane forms the northern section of this route and in contrast to Hawse Lane is largely enclosed by dense roadside hedges and tree belts which prevent views out across the surrounding landscape.</p> <p>Construction: The extensive works associated with the Castleton Junction remodelling would be clearly perceptible from long stretches of Hawse lane, elevated as they are above the lower lying foreground. The large scale tree clearance and re-grading of the hill would be noticeable and larger plant and equipment is likely to be perceptible. There would be no views of the proposed motorway from much of Church Lane but as it nears the Imperial Park area it nears and enters the construction area for the new section of motorway. A new bridge is proposed to carry Church Lane over the proposed new section of motorway and the visual amenity for users of church Lane will be noticeably and dramatically altered.</p> <p>Year 1: Moving traffic, highway infrastructure, bridges, flyovers and lighting associated with Castleton Junction would be noticeable on the rising ground in the middle distance from much of Hawse lane. The cutting faces and embankments would be largely bare earth and would stand out in contrast to the surrounding fields, hedges and woodlands. Open views of the new motorway and associated traffic and infrastructure would be available from the northern section of Church Lane as it approaches and travels over the proposed overbridge. The industrial area of Imperial Park would be prominent beyond the new motorway due to woodland clearance in the</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>construction phase.</p> <p>Year 15: Proposed woodland planting would largely obscure views of the new section of motorway from the majority of this route. However, the three tier flyover section where the A48, new section of motorway and reclassified M4 converge and traffic moving along higher sections of the Castleton Junction are likely to remain visible from parts of Hawse Lane. The visual amenity from the section of Church Lane as it approaches and crossed the proposed new motorway will remain significantly altered from the baseline and traffic and infrastructure will dominate the views available. The relatively small proportion of the route affected by these changes would reduce the magnitude of impact.</p>	Minor adverse			Slight adverse
159	<p>Residential roads within the elevated Newport districts to the east and west of the River Usk.</p> <p>30 mph</p> <p>Low sensitivity</p>	Middle	<p>This assessment covers roads in the Newport districts of Gaer, Stow Park, Stelvio, St Woolos, Summerhill, Mandee, Beechwood, Alway & Ringland. Roads within these steeply sloping, elevated areas that run generally north west to south east and north to south up and down the hills, afford long range views down the lengths of the roads across the southern reaches of Newport and the Industrial areas around the River Usk, with the Severn Estuary and coast of England beyond. The view is frequently funnelled and directed by buildings lining the streets. The visual amenity of roads running in other directions, across the sides of the hills, is generally dominated by the immediately adjacent suburban streetscape due to the density of development largely obscuring views beyond this – there are only limited and fleeting longer range views available. The small proportion of roads in this area that provide views of the new section of motorway would reduce the magnitude of impact and significance of effect.</p> <p>Construction: Where longer range views are available, construction of the proposed motorway over the River Ebbw would frequently be visible. However, these elements would generally coalesce with the surrounding densely developed urban areas and would not be dominant within the views available. The construction of the Usk Bridge would also be visible from a limited number of roads and the construction of this, in particular the piers, would be more prominent as the piers and the immense cranes required to build these would extend into the relatively uncluttered skyline. Taking into consideration the industrial context, it is considered that these would be perceived as a positive point of interest.</p> <p>Year 1: From a limited number of roads the new section of motorway as it approaches and crosses the Rivers Ebbw and Usk and associated traffic and infrastructure would be visible in the view. However, these elements would generally coalesce with the surrounding densely developed urban areas and would not be dominant within the views available. The Usk Bridge would occasionally be visible and from these elevated vantage points the entire structure would be visible as it sweeps across the industrial area. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p>Year 15: As for year 1</p>	<p>Minor beneficial</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	Slight beneficial	Slight beneficial	Slight beneficial
160	A48 between City Bridge and Alexandra Docks	Short to middle	<p>This route travels through a predominantly industrial area, although there are also pockets of residential development alongside the route. The River Usk, the A48 City Bridge itself and the historic Transporter Bridge are the primary features of visual interest within the areas surrounding this route. Although the route travels through a</p>				

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	(Southern distributor Rd) Also forms part of National Cycle Route 4 40mph Low sensitivity		<p>densely developed area, there are frequent long range views available due to the openness of the area near the Usk River and the elevated nature of the land to the north. The section of the A48 that runs alongside The Usk, to the south of Church Street Roundabout, affords frequent clear views down the length of the river. For motorists travelling along this section of the route, the Transporter Bridge appears to loom over the road creating a dramatic and memorable feature.</p> <p>Construction: Construction of the Usk Bridge and the elevated sections of motorway approaching it and spanning the River Ebbw would be visible from many parts of this route and will be highly noticeable and dominant features. The construction of the Usk Bridge would be especially prominent due to its scale and the immense cranes that will be required to construct it. These elements would coincide with views of the Transporter Bridge, which is currently viewed against a relatively uncluttered sky, and the visual dominance of this historic landmark feature will, as a result, be reduced. Motorists along this route will also have clear views of the Docks Link Road construction area as it approaches and junctions with the A48 to the west of the Alexandra Docks industrial area.</p> <p>Year 1: The Usk Bridge and its approaches would be a prominent visual feature from many parts of this route. The entire structure would be visible from some sections of this route as it sweeps across the industrial area. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys. However, this is counterbalanced by that fact that it would adversely affect the visual setting of the historic transporter bridge, whose contribution to visual amenity would be diluted by the proposed structure cutting through the sky in the background when viewed from sections of the road to the north.</p> <p>Year 15: Views of the Usk Bridge and approaches would remain as for year 1. Planting associated with the Docks Link road would have matured and the avenue of trees and large swathes of shrub planting proposed would make a positive contribution to the visual amenity of the area when viewed from this route, although views of this element would be fleeting.</p>	Moderate adverse	Slight adverse		
161	Roads running through and around the residential districts of Pillgwenlly, Somerton & Liswerry Mix of 30mph & 20mph zones	Middle	<p>These Newport districts lie to the east of the City centre across low lying, level terrain. They are predominantly densely developed residential streets where views outwards from the immediate road corridor are obscured by houses and vegetation, with very few longer range views available. There are very occasional fleeting glimpses of taller elements associated with the industrial areas to the south between and above intervening buildings such as pylons, chimneys and turbines. These elements are not prominent enough to influence the visual amenity of the area.</p> <p>Construction: There would be very occasional, fleeting views of the construction of the highest sections of the Usk Bridge deck from a tiny proportion of the roads in this area. There would be more frequent, but still very limited and fleeting views of the</p>	Negligible adverse	Neutral		

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					During Construction	Year 1 Winter	Year 15 Summer
	Low sensitivity		<p>construction of the Usk Bridge Piers. The proposed motorway would have a barely perceptible influence on the visual amenity from roads in this area and the low sensitivity of receptors means that the significance of effect of these adverse impacts is so low as to be considered neutral.</p> <p>Year 1: There would be very occasional, fleeting views of the highest sections of bridge deck and associated traffic and infrastructure from a tiny proportion of the roads in this area. There would be more frequent, but still very limited and fleeting views of the Usk Bridge Piers. The proposed motorway would have a barely perceptible influence on the visual amenity from roads in this area and the low sensitivity of receptors means that the significance of effect of these adverse impacts is so low as to be considered neutral.</p> <p>Year 15: As for year 1</p>	<p>Negligible adverse</p> <p>Negligible adverse</p>		Neutral	Neutral
162	<p>Roads running around and through the industrial areas to the east of the River Usk, south of the A48</p> <p>Corporation Road also forms part of National Cycle Route 4</p> <p>30mph</p> <p>Low sensitivity</p>	Short to middle	<p>These roads run through an extensive mixed industrial area. The surroundings to the road corridors are dominated by large industrial shed type buildings and security fencing, although roadside vegetation along the main distributor roads adds a more natural and green characteristic. There are numerous large pylons and turbines in the area and these are frequently visible from the roads above and between surrounding buildings.</p> <p>Construction: Construction of the Usk Bridge and its elevated approaches would be intermittently visible from a large proportion of the road network in this area, although only a small part of these elements would be seen at any given location. Corporation Road, which is the primary distributor road leading into the industrial area from the A48 to the north, would afford clear views of the construction area associated with the elevated new section of motorway as it heads east away from the Usk Bridge, as it passes the end of this road. Other roads would afford short range views of the construction of the Usk Bridge, particularly those that lie south of Stephenson Street nearest to the River Usk (New Quay Rd, Broad Quay Rd & East Bank Rd). The magnitude of impact would be reduced by the industrial context of the exiting visual amenity and the short time that motorists would experience the view between arriving in the general area and parking up to enter premises.</p> <p>Year 1: Sections of the Usk Bridge and the elevated approaches and associated traffic and transport would be frequently visible from the road network in this area. There would be particularly clear, short range views of the bridge deck and traffic from New Quay Rd, Broad Quay Rd & East Bank Rd and these elements would become the dominant features in the views available, particularly as they are elevated above the receptors at close range. However, the magnitude of impact would be reduced by the industrial context of the exiting visual amenity and the short time that motorists would experience the view between arriving in the general area and parking up to enter premises.</p> <p>Year 15: As for year 1.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	Slight adverse	Slight adverse	Slight adverse
163	Residential roads within modern	Short	The roads in this area are largely enclosed by the surrounding high density housing, with very few longer range views influencing visual amenity. Very occasional and fleeting views of taller vertical elements within the wider landscape such as pylons are				

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	housing estates on the south and east edges of Duffryn 30 mph Low sensitivity		available from some roads around the edges of this urban area in between intervening houses. Construction: Tall construction machinery may be glimpsed from roads on the edges of the housing estates over fences and hedgerows between intervening houses. However, these views would be so fleeting and from such a limited number of roads that no measurable impacts are predicted. Year 1: Tall vehicles travelling along the elevated section of motorway over the South Wales to London Mainline railway may be glimpsed from roads on the edges of the housing estates over fences and hedgerows between intervening houses. However, these views would be so fleeting and from such a limited number of roads that no measurable impacts are predicted. Year 15: As for year 1	No change No change No change	Neutral	Neutral	Neutral
164	Green Lane & Pont Estyll Lane National speed limit applies Moderate sensitivity	Short to middle	These narrow lanes are largely enclosed by mature tree belts and hedges. Only occasional intermittent and filtered views are available across the surrounding agricultural landscape. These surrounding fields are frequently bounded by mature tree belts creating an enclosed well wooded character. This route junctions with the B4239 at its eastern end and terminates at its western end just north of the mainline railway. It serves as vehicular access for just one property (Shervington Farm) which lies at the eastern end near the B4239. It is reasonable to conclude that very little traffic will use the lanes beyond Shervington Farm except for farm traffic accessing the fields. The magnitude of any impacts and significance of effects would therefore be much reduced. Construction: Fleeting views towards the construction area for the new motorway may be available through small gaps in intervening vegetation as the lane approaches the bridge over the South Wales to London Mainline railway. However, it is considered that construction elements would be barely perceptible at normal traffic speeds considering the screening and filtering effect of intervening vegetation. It is proposed that Green Lane will be permanently stopped up just to the north of the railway. At this point clear views of an expansive construction area would be available but the amount of traffic using this section of the lane is predicted to be inconsequential. Year 1: Fleeting views of traffic using the elevated new section of motorway over the railway may be available through small gaps in intervening vegetation as the lane approaches the bridge over the mainline railway. However, it is considered that these elements would be barely perceptible at normal traffic speeds considering the screening and filtering effect of intervening vegetation. At the point the lane is stopped up clear views of the new motorway, traffic and infrastructure would be available but the amount of traffic using this section of the lane is predicted to be inconsequential. Year 15: Due to the elevated nature of the new section of motorway in the vicinity of this lane (as it crosses the railway) and the proximity of the stopped up portion of Green Lane to the new section of motorway, effects at year 15 are expected to be broadly similar to those in year 1.	Negligible adverse Negligible adverse Negligible adverse	Slight adverse	Neutral	Neutral
165	The B4239 between St	Short to middle	As this road passes through St Brides, views are restricted to the immediate highway corridor due to houses and vegetation alongside the road. Beyond St Brides views				

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	<p>Brides and the existing railway overbridge</p> <p>Lighthouse Road</p> <p>30mph limit through St Brides, remainder 50mph</p> <p>Moderate sensitivity</p>		<p>remain limited to the immediately surrounding fields due to the tree lined nature of field boundaries which creates a well wooded outlook. This remains the situation until approximately 300 metres north of the junction with Pont Estyll Lane. At this point longer range views across the surrounding pastoral landscape are intermittently available through gaps in roadside hedgerows and the elevated land of the Castleton Ridge. Larger buildings on Imperial Park are visible in the middle distance to the west. Views from the road to the east continue to be largely obscured by houses and vegetation alongside the road, with just fleeting and well filtered glimpses of the agricultural land beyond these and very occasionally the larger structures and pylons associated with the Newport Docks industrial areas. For the majority of this road the proposed new section of motorway will be obscured by intervening buildings and vegetation and this would reduce the magnitude of impact.</p> <p>Construction: Intermittent views of the Castleton Junction construction area would be available in the middle distance beyond and above the intervening pastoral foreground from sections of Lighthouse Road between Pont Estyll Lane junction and Fair Orchard Farm. From these areas there would also be intermittent short range views of the new section of motorway construction area, particularly taller plant and equipment and the construction of the elevated section over the South Wales to London Mainline railway. Fleeting views of the Usk Bridge construction may be glimpsed to the east between roadside houses and vegetation. At its northern end this section of Lighthouse Road intersects with the proposed motorway. Clear and close proximity views of an extensive section of the construction area would be available as the road nears Fair Orchard Farm and would remain until the road passes over the South Wales to London Mainline railway.</p> <p>Year 1: Newly formed bare embankments and traffic moving along sections of the Castleton junction are likely to be visible intermittently from the northern part of this route although at the distances involved this would not be highly noticeable. Traffic moving along the new section of motorway as it passes to the south of Duffryn, especially as it crosses the elevated section over the South Wales to London Mainline, will be readily apparent between and above intervening vegetation for a short stretch of this road. There may be fleeting glimpses of the piers of the Usk Bridge. As Lighthouse road crosses the proposed overbridge visual amenity for motorists along this road will be much altered from the existing rural road but the impacts of this will be fleeting at normal traffic speeds.</p> <p>Year 15: Proposed woodland planting around the Castleton Junction area will largely return views of this part of the new section of motorway to the baseline situation, with any impacts being barely perceptible. Traffic moving along the new section of motorway is likely to remain intermittently visible from the length of Lighthouse Road between Pont Estyll Lane junction and Fair Orchard farm, particularly higher vehicles using the elevated section over the railway and all traffic as it approaches the Lighthouse Road Overbridge due to a lack of screen planting in this area.</p>	Moderate adverse	Moderate adverse		
				Minor adverse		Slight adverse	
				Minor adverse		Slight adverse	
166	<p>Beach Road</p> <p>National speed limit applies</p> <p>Moderate</p>	Middle	<p>This road is frequently tree lined and views out across the surrounding landscape are therefore intermittent and glimpsed. The surrounding landscape is comprised a mix of pasture and arable fields which are frequently tree lined, creating a well wooded appearance and further restricting views out from the road to the immediate landscape. The exception to this is the far southern section of road nearest the Severn Estuary where there is a more open stretch of road overlooking the adjacent</p>				

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	sensitivity		<p>large open fields with pylons and chimneys associated with the Usk industrial areas just visible above intervening tree belts. The small proportion of the road with views towards The proposed motorway would reduce the magnitude of impact and significance of effect.</p> <p>Construction: The construction of the Usk Bridge is likely to be visible to the north east from the southern section of this road. However, these elements will not be highly noticeable at over 4km distant and would only be visible for a short stretch of this road. Views will be fleeting at normal traffic speeds.</p> <p>Year 1: The piers of the Usk Bridge are likely to be visible to the north east from the southern section of this road and are likely to be perceived as elegant landmark features. However, these elements will not be highly noticeable at over 4km distant and would only be visible for a short stretch of this road. Views will be fleeting at normal traffic speeds.</p> <p>Year 15: As for year 1</p>	<p>Negligible adverse</p> <p>Negligible beneficial</p> <p>Negligible beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p> <p>Slight beneficial</p>	<p>Slight beneficial</p>	
167	<p>Lighthouse Road between the mainline railway overbridge and Lancers way</p> <p>50mph between railway and Morgan way, 30mph remainder of road</p> <p>Low sensitivity</p>	Short	<p>This section of road is frequently tree lined, especially on the eastern side towards the new section of motorway. Views out across the surrounding landscape are therefore intermittent and well filtered. Where views out from the road corridor are available to the east the nearest fields and tree lined boundaries are visible with only fleeting glimpses of a number of large urban elements such as pylons, gantries associated with the mainline railway and industrial buildings.</p> <p>Construction: Taller construction elements such as cranes and other large plant and equipment associated with the new section of motorway as it approached the Ebbw River would be glimpsed between and over intervening vegetation. Construction of the tallest parts of the Usk Bridge is also likely to be visible. Views of these elements would be fleeting at normal traffic speeds and would be available from limited lengths of this road which would reduce the magnitude of impact and significance of effects.</p> <p>Year 1: Taller vehicles, signs, gantries and lighting columns associated with the new section of motorway as it approaches the Ebbw River would be glimpsed between and over intervening vegetation. The Usk Bridge Piers and parts of the elevated deck and traffic moving along this are also likely to be visible. Views of these elements would be fleeting at normal traffic speeds and would be available from limited lengths of this road which would reduce the magnitude of impact and significance of effects.</p> <p>Year 15: Due to minimal proposed screen planting in this area impacts would be the same as for year 1.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	
168	<p>Roads around Pye Corner</p> <p>Nash Road, western end of Broadstreet Common, Picked Lane &</p>	Short	<p>Despite their proximity to industrial areas on the edges of Newport these roads are predominantly rural in nature. The roads are frequently lined with mature tree belts which encloses and limits views out across the surrounding farmland. The surrounding fields are also frequently bounded by trees and often interspersed with copses and woodland belts. This creates a well wooded aspect that largely obscures the surrounding scattered dwellings and nearby industrial areas when viewed from these roads.</p>				

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	southern end of Meadows Road Broadstreet Common also forms part of National Cycle Route 4 40mph Moderate sensitivity		<p>Construction: The construction area for the new section of motorway as it crosses Pye Corner will become a dominant and highly visible feature for users of roads in the immediate vicinity, although the well wooded nature of the landscape means that the new section of motorway will soon be obscured by intervening vegetation as the roads travel away from the construction site. As well as the new section of motorway construction, works in this area include the diversion of Nash Road, the Nash Road overbridge, a new junction between Nash Road and Meadows Road, and Water Treatment Area 6, all of which will impact on the visual amenity of motorists in the area.</p> <p>Year 1: Traffic travelling along the new section of motorway would be visible from the closest lengths of these roads, although these views would often be glimpsed and filtered due to intervening vegetation. The visual amenity for motorists using Nash Road as it follows the realigned route towards and over the new section of motorway would be noticeably altered; the verges and surroundings of this new stretch of road will comprise bare earth and recently planted trees and shrubs, and a tree lined lane would be replaced by an overbridge passing over a 6 lane motorway. Traffic and signage would dominate visual amenity from Nash Road along the approaches to the overbridge.</p> <p>Year 15: Proposed linear tree belts would reduce the dominance of the road and its traffic although glimpsed views are likely to remain from roads closest to the proposed new section of motorway, most noticeably the realigned section of Nash Road and the western end of Picked Lane.</p>	Moderate adverse Moderate adverse Minor adverse	Moderate adverse	Moderate adverse	Slight adverse
169	Roads around and within Nash Speed limit varies between 30mph and national speed limit Moderate sensitivity	Middle	<p>Southern part of Nash Road, West Nash Road, northern part of Goldcliff Road, western end of Straits lane & Farmfield Lane. These roads are predominantly rural in nature and link the village of Nash with scattered farms and dwellings that lie across this western limit of the Caldicot Levels. Roads are frequently lined with mature hedges and tree belts but significant lengths are more open and afford views across the surrounding mixed arable and pasture fields. However, this area lies close to the industrial zones along the eastern bank of the River Usk and views out from the road network frequently include industrial buildings, chimneys, turbines, pylons and power lines visible above intervening tree belts.</p> <p>Construction: There would be only occasional fleeting views of the construction of the highest parts of the Usk Bridge deck from limited stretches of these roads as, for the most part, this element would lie behind intervening tree belts and buildings. There would be more frequent views of the construction of the piers, including the immense cranes and lifting equipment involved, which would be visible above intervening elements. However, the magnitude of this impact would be reduced because, although these would be readily apparent, they would be seen in the context of other surrounding industrial vertical elements such as chimneys and pylons, and views would be only intermittently available.</p> <p>Year 1: There would be very infrequent, glimpsed and fleeting views of traffic and infrastructure associated with the deck of the Usk Bridge from limited stretches of these roads. There would be more frequent, although still intermittent views of the piers and cables but these would be seen in the context of other surrounding industrial vertical elements.</p>	Moderate adverse Minor adverse	Moderate adverse	Slight adverse	Slight

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			Year 15: As for year 1	Minor adverse			adverse
170	Roads linking Broadstreet Common, Goldcliff & Whitson within the Caldicot Levels Broadstreet Common & North Row also form part of National Cycle Route 4 40mph Moderate sensitivity	Short to middle	<p>Broadstreet Common, Northern part of Straits Lane, Chapel Road, Goldcliff Road, western end of North Row & Whitson Common Rd. These largely rural roads pass through the Caldicot Levels, linking the linear settlements of Goldcliff, Broadstreet Common and Whitson and numerous scattered dwellings in between. The roads are frequently lined with unmanaged hedges and houses, limiting views available to motorists to the immediate road corridor. However, there are also frequent, more open stretches, where the road is bordered by reens or low, closely managed hedges. These more open areas are generally to be found away from the settlements. They provide intermittent longer range views outwards from the road corridor across the surrounding agricultural area, most frequently pasture fields bounded by a mix of hedgerows and reens. Although the views available are predominantly rural there are also frequent and noticeable urban intrusions. Numerous pylons and electricity lines cut through the landscape. Chimneys and turbines associated with the industrial areas of Newport are visible to the north and west in the middle distance, beyond the intervening farmland from roads in the west of this area. The large buildings at Greenmoor Arch and on the Tata steelworks site, and the electricity substation at the eastern end of Broadstreet Common are noticeable urban elements frequently visible from the northern end of Chapel Road and Whitson Common Road, the eastern end of Broadstreet Common and the western end of North Row.</p> <p>Construction: Intervening roadside elements and hedgerows and tree belts within the surrounding landscape mean that any views of the construction of the new section of motorway from these roads would be intermittent. This would reduce the magnitude of any impacts. The construction of the highest parts of the Usk Bridge deck would occasionally be glimpsed but the frequency that this element would appear within the views available is very limited. Views of the bridge piers and associated immense cranes and lifting equipment would be more frequent, especially from roads across the western part of this area, but views of this element would also be intermittent due to intervening foreground elements. Filtered views of the construction area for the new section of motorway as it runs along the northern edge of the Levels would be intermittently available from parts of Broadstreet Common and the northern parts of Whitson Common Road and Chapel Lane. Large plant and equipment and earthworks would be the most noticeable elements, and would be intermittently glimpsed between and through intervening vegetation. Clearer and close range views of the construction area for Glan Llyn Junction and the new section of motorway would be available from the far eastern end of Broadstreet Common and the western end of North Row. At this point, The new section of motorway would be less than 150m distant and the intervening hedgerows are intermittent, which would allow clear views to an extensive construction area. However, at normal traffic speeds views of this element would be momentary in the context of a journey along this road.</p> <p>Year 1: Intervening roadside elements and hedgerows and tree belts within the surrounding landscape mean that any views of the new section of motorway from these roads would be intermittent. This would reduce the magnitude of any impacts. The piers of the Usk Bridge would remain intermittently visible above intervening elements from limited stretches of these roads. Traffic and infrastructure associated with the new section of motorway as it runs along the northern edge of the Levels would be intermittently available from parts of Broadstreet Common and the northern parts of Whitson Common Road and Chapel Lane. Moving vehicles and the largest</p>	Moderate adverse	Moderate adverse		
				Minor adverse		Slight adverse	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>signs, especially those associated with the elevated parts of Glan Llyn Junction, would be the most noticeable elements, and would be intermittently glimpsed between and through intervening vegetation. Clearer and close range views of the Glan Llyn Junction would be available from the far eastern end of Broadstreet Common and the stretch of Whitson Common Road to the east of the electricity substation. Traffic moving along the westbound slip roads, the roundabout above the South Wales to London Mainline and the new section of motorway to the east of the junction would be clearly visible. However, at normal traffic speeds views of these elements would be momentary in the context of a journey along this road.</p> <p>Year 15: Screen planting associated with the Glan Llyn Junction would reduce the visibility of this element and traffic moving through it, although glimpsed and filtered views are likely to remain. Other stretches of the new section of motorway in this area are to remain open in character, in keeping with the character of the surrounding landscape, so visibility of traffic and infrastructure in year 15 would remain largely the same as for year 1, albeit intervening vegetation would have continued to grow and mature.</p>	Minor adverse			Slight adverse
171	Roads to the north of the M4, east of the A449	Middle	Topography, distance and intervening elements means that the visual amenity from the roads in this area will not be affected by the proposed motorway. They have not been assessed further.	No change	Neutral	Neutral	Neutral
172	<p>Roads between the A48, the M4, the A4810 and Tata steel site</p> <p>30mph through villages, 50 or national speed limit elsewhere</p> <p>Moderate sensitivity</p>	Middle	<p>These minor roads wind through an undulating rural area linking the settlements of Bishton, Llanwern, little Milton, Underwood and Wilcrick. The undulating topography, frequent roadside hedgerows and numerous copses and woodlands results in views from the roads generally being limited to the immediately surrounding landscape. This landscape is a lush, well wooded, mainly pastoral agricultural area with scattered farms and dwellings in between the small settlements. There are however noticeable urban intrusions on the edges of the area such as the existing M4 motorway to the North, Magor to the east and the Tata steelworks and mainline railway to the south, although these elements are largely well screened from the road network.</p> <p>Construction: There would be very infrequent, intermittent and filtered views of the construction area of the new section of motorway from a tiny proportion of the roads in this area. Fleeting views of the Usk Bridge would just be available from a stretch of Bishton Road as it climbs Llanwern Hill and emerges from woodland. From this elevated location, fleeting glimpses of the motorway construction area as it runs along the northern edge of the Caldicot Levels may also be available. This section of the construction area may also just be glimpsed from Cot Hill in the vicinity of Little Milton. The Magor Junction works would be more clearly visible from the far eastern end of Magor Road in the vicinity of the brewery, but only a very short stretch of this road would be affected. The limited proportion of the roads affected would reduce the significance of effect.</p> <p>Year 1: Fleeting glimpses of the Usk Bridge and traffic moving along limited stretches of the new section of motorway as it runs along the northern edge of the Caldicot Levels would be available from very limited high points on the road network across this area. Traffic moving along parts of the Magor Junction would be visible from the far eastern end of Magor Road but this would be similar to the baseline situation. The limited proportion of the roads affected would reduce the significance of effect.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p>	Neutral	Neutral	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			Year 15: As for year 1	Negligible adverse			Neutral
173	A4810 between the eastern edge of Newport and the M4 Variable speed limits: 30-50mph Low sensitivity	Short	<p>This road is a primary link between Newport and the existing M4 motorway. For the majority of its length it is bordered by industrial areas and extensive brownfield development sites. Huge industrial units, elevated pipelines and storage tanks near to the road dominate visual amenity and frequently prevent longer range views out from the road corridor. To the south of the road there are more rural influences. At the western end there are still frequent industrial elements and spoil heap areas but to the east, beyond the gas works (Air Products Ltd), the landscape of the Caldicot levels extends to the road and more open views are available of low lying pasture bounded by reens and tree belts. At the far north eastern end this road passes the western edge of Magor as it approaches the M4. At this point the road is lined with broad, mature tree belts and views available are restricted to the highway corridor.</p> <p>Construction: Intervening bunds, spoil heaps and tree belts mean that there would be limited views of the construction of the new motorway from the western half of this road. Occasional fleeting glimpses of taller plant and equipment only would be available. However, at the points the Glan Llyn Junction Link Road and the realigned North Row intersect with this road there would be clear and direct views of the construction areas for these elements. To the east, the new section of motorway heads north east and would be in much closer proximity to this road at the same point that the surrounding landscape to the south becomes more open and rural. There would be intermittent but frequent views of an extensive construction area including the construction of Water Treatment Area 9, and several overbridges. As this route approaches the existing M4 and passes Magor it is likely that a significant proportion of the existing tree belt along the eastern side of the road will be removed. This would open up views of the nearby construction area. Views east would include haul roads, major earthworks to form the substantial embankments associated with the junction area with the existing M4 at Magor and Bareland street Compound. The compound would be lit at all times during the hours of darkness and this would increase the prominence of this element.</p> <p>Year 1: Visual amenity along the western half of this road would be largely unaltered except for the junction with the Glan Llyn Junction Link Road and North Row. However, these elements would blend with the surrounding urban area and are unlikely to be perceived as negative elements. Further east, the new section of motorway will frequently be clearly visible from this road, cutting through the northern extents of the Levels landscape. Fast moving traffic would be prominent in the view at close range and would obscure views of the open, rural landscape beyond. As the road approaches Magor and the existing M4 the proposed motorway would run parallel in close proximity. It is raised up on embankments at this point and these would be newly formed with proposed planting to screen and integrate the motorway having little effect at this stage.</p> <p>Year 15: Extensive linear woodland planting between the proposed motorway and this road at its north eastern end near Magor will largely screen the highway, traffic and infrastructure and largely return visual amenity to the baseline situation. Further west the new section of motorway and its traffic will be clearly visible for a short stretch where the new section of motorway passes through the more open Levels area. However, at normal traffic speeds, views of these elements would be fleeting. Beyond this, towards Newport, the proposed motorway heads away from this road and existing</p>	<p>Negligible adverse</p> <p>Major adverse</p> <p>Major adverse</p> <p>Minor adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Slight adverse</p>	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			intervening elements mean that only occasional and fleeting views would be available of the proposed motorway apart from new junctions and overbridges which, considering the baseline context in this area, are not considered to have any measurable impacts.				
174	Roads across the Caldicot Levels to the east of Elver Pill North Row, South Row, Pill St & The Causeway also form part of National Cycle Route 4 30mph through settlements, national speed limit elsewhere Moderate sensitivity	Short to middle	<p>These roads link the small settlements of Redwick and Whitewall Common with Magor and Undy to the north and other Levels villages to the west and occasional scattered farms and dwellings in between. The roads are frequently lined with hedgerows, meaning views out are intermittent. Where views are available they encompass the surrounding agricultural area, most frequently pasture fields bounded by a mix of hedgerows and reens. Although the views available are predominantly rural there are also frequent and noticeable urban intrusions. Numerous pylons and electricity lines cut through the landscape. The large buildings and turbines at Greenmoor Arch and on the Tata steelworks site are noticeable urban elements frequently visible above intervening vegetation from roads in this area.</p> <p>Construction: Intermittent although frequent views of the taller items of plant and equipment associated with the construction of the new section of motorway as it passes to the south of Greenmoor Arch and heads towards Magor would be visible above and between intervening hedgerows and trees. Although frequently glimpsed, the fleeting nature of views of these elements would mean that they would be perceptible but not highly noticeable within the wider landscape. These elements would often be visible against the backdrop of industrial units and turbines at Greenmoor Arch and Tata Steel.</p> <p>Year 1: The top of taller vehicles and signage associated with the proposed motorway as it passes to the south of Greenmoor Arch and heads towards Magor would be intermittently glimpsed above and between intervening hedgerows and trees. These elements would often be visible against the backdrop of industrial units and turbines at Greenmoor Arch and Tata Steel.</p> <p>Year 15: As for year 1.</p>	Minor adverse Minor adverse Minor adverse	Slight adverse Slight adverse	Slight adverse Slight adverse	
175	Roads to the north of the M4 in the vicinity of Magor and Undy National speed limit applies Moderate sensitivity	Short to middle	<p>Roads that traverse the southern slopes of the undulating hills in this area afford intermittent views south over and between hedgerows across intervening fields towards the existing M4 motorway and Magor Junction area. Traffic, signage and lighting columns are noticeable in the view with the urban areas of Magor and Undy visible beyond. Only the southern sections of these roads afford views of the motorway and junction area; as they head north intervening hills and ridges prevent longer range views in this direction. This would reduce the magnitude of impact.</p> <p>Construction: There would be intermittent views from parts of these roads of an extensive construction area comprising large plant and machinery, substantial earthworks and civil engineering operations to construct numerous bridges and flyovers, spoil heap areas and compounds. These elements would combine with traffic and infrastructure on the existing M4 to create a substantial area of detracting elements that would contrast markedly with the immediately surrounding agricultural areas.</p> <p>Year 1: An extensive network of roads, junctions and bridges would be visible from some parts of the roads in this area. Although the baseline already includes a busy</p>	Moderate adverse Moderate adverse	Moderate adverse	Moderate adverse Moderate adverse	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>motorway and junction area, the quantity of traffic, signage, lighting columns and road area would be noticeably increased.</p> <p>Year 15: There are extensive areas of woodland planting proposed for this part of the new section of motorway. However, the elevated nature of the views from roads in this area means that traffic and infrastructure would likely to remain visible from some of the highest stretches of these roads although the proposed planting would screen and integrate the new section of motorway from many areas.</p>	Minor adverse			Slight adverse
176	Roads within and between Caldicot & Rogiet	Short to middle	Topography, distance and intervening elements means that the visual amenity from the roads in this area will not be affected by the proposed motorway. They have not been assessed further.	No change	Neutral	Neutral	Neutral
177	Roads within and around Magor and Undy 30mph Low sensitivity	Short	<p>The majority of the roads in this area run through densely developed residential urban areas. There are limited views out beyond the immediate highway corridor from all roads except for those on the very edges of the settlements due to intervening foreground elements, with only occasional glimpses of the higher ground to the north and the tops of surrounding woodland on the edges of the settlements. As roads emerge from the built up areas views become more rural, with mixed farmland, tree belts and mature unmanaged hedgerows being the defining features. However, the surrounding transport networks (The south wales to London Mainline railway, the existing M4 motorway and the A4810) which lie in close proximity to these settlements, are also dominant features in views available from the local road network on the edges of the towns.</p> <p>Construction: An extensive construction area will be clearly visible from some sections of the roads that emerge from the settlements of Magor and Undy to the north and west (unnamed lane alongside Stutwell Reen, B4245, St Brides Road, Grange Road & The Elms) and limited sections of some residential roads on the very edges of the settlements. Views would include substantial earthworks and civil engineering operations to build embankments and flyovers and large plant and equipment. Intervening vegetation and topography means that views of these elements would be intermittent from these roads. The majority of the roads within the built up areas of Magor and Undy would have no views of the construction area, which would reduce the significance of effect.</p> <p>Year 1: There would be views of the new motorway as it passes to the north and west of Magor and Undy from a limited number of roads around the edges of the built up area. As well as the highway, noise barriers, bridges and traffic, there would be numerous lighting columns and signs that would be noticeable in the views available. The elevated Magor Interchange Bridge and traffic moving along it would be a particularly prominent element for motorists driving along the roads that emerge from the northern and eastern edges of Undy. (The Elms, Church Road and the B4245) Intervening vegetation and topography means that views of these elements would be intermittent from these roads. The majority of the roads within the built up areas of Magor and Undy would have no views of the new section of motorway, which would reduce the significance of effect.</p> <p>Year 15: Extensive tree belts around the proposed motorway in this area would, by year 15, partly screen the proposed motorway. Tops of taller vehicles, signs and lighting columns and the elevated Magor Interchange Bridge are likely to remain visible</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Slight adverse	Slight adverse	Slight adverse

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			from limited parts of the road network in this area.				
178	The South Wales to London mainline railway route	Short to middle	This rail line only coincides with the route of the new section of motorway at three locations: To the south of Duffryn, where the motorway would cross the railway at an acute angle, to the west of Magor, where the motorway would cross the railway at approximately ninety degrees and at the far eastern limits of the new section of motorway. Considering the fast average speeds that trains would be travelling at in these locations, any impacts to visual amenity of train passengers would be noticeable for only fleeting moments. The effects would be experienced for only a tiny proportion of the journey. Impacts would be less than negligible and have therefore not been assessed further.	No change	Neutral	Neutral	Neutral
179	The Severn Estuary shipping routes Low sensitivity	Middle to long	<p>Passengers and crew of ships sailing up and down the Severn Estuary have expansive views across the water and mud flats to the Welsh and English Coasts. When looking towards Newport the urban conurbation is distinguishable against the surrounding rural areas and several larger features such as wind turbines, large industrial buildings, cranes chimneys and pylons can be identified. Clarity of individual features is highly variable depending on weather conditions and location of ships in relation to the coast.</p> <p>Construction: The majority of construction activities and operations are unlikely to be perceptible due to distance. It is likely that the construction of the Usk Bridge would be discernible, with the emerging piers and immense cranes and lifting equipment being the most noticeable elements. It is assessed that this would be a positive feature of interest. However, in the context of the wide, expansive views available and against the backdrop of the existing large industrial features within this area, it is not considered that the construction of the bridge would alter the overall balance of features and elements within the views available.</p> <p>Year 1: The majority of the proposed motorway is unlikely to be perceptible due to distance. Traffic moving along the road may just be perceptible in clear conditions from ships sailing near the Welsh side of the estuary. It is likely that the Usk Bridge would be discernible, with the piers and cables being the most noticeable elements. Considering the industrial context, It is considered that this landmark feature would be perceived as a positive addition to visual amenity when viewed from the Estuary.</p> <p>Year 15: As for year 15.</p>	<p>Minor beneficial</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	Slight beneficial	Slight beneficial	Slight beneficial
180	The lower reaches of the River Ebbw Moderate sensitivity	Short	<p>The visual amenity of passengers on boats sailing on the lower reaches of the River Ebbw in the vicinity of the proposed new section of motorway is influenced by contrasting elements. To the east, views are dominated by industrial buildings, pylons, cranes and landfill areas associated with the Alexandra Docks Industrial Area. By contrast, views to the west are more rural, with views across the Levels landscape, although frequent large pylons appear in this landscape as urban intrusions. The River Ebbw is only navigable for a short distance further north from the mooring areas near the proposed motorway. This will limit the number and frequency of boats that would sail near to the new section of motorway which would reduce the significance of effect.</p> <p>Construction: The construction of the elevated section of motorway over the river and heading away to east and west would dominate views for boat users in this</p>	Major adverse	Large adverse		

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>vicinity. Immense structures such as supporting piers and precast road sections and the large plant and lifting equipment involved and major earthworks to form embankments would be highly noticeable.</p> <p>Year 1: The elevated new section of motorway over the river and heading away to east and west and associated traffic and infrastructure would dominate views for boat users in this vicinity as they approach and pass under the bridge. To the west of the river the new section of motorway would be on embankment, and traffic and infrastructure above would appear as dominant urban intrusions. To the east, as the elevated new section of motorway heads over the existing industrial areas, the piers, decks, traffic and infrastructure would appear as highly dominant elements. Although this part of the new section of motorway runs through an urban area, its scale and elevated nature above the river would mean that it would completely dominate the visual amenity of boat users on the river below.</p> <p>Year 15: As for year 1</p>	<p>Major adverse</p> <p>Major adverse</p>		<p>Large adverse</p> <p>Large adverse</p>	
181	The Usk River Moderate sensitivity	Short	<p>The visual amenity of passengers on boats sailing on the Usk River in the vicinity of the new section of motorway is dominated by the industrial surroundings. Large industrial sheds, storage tanks, pylons and chimneys dominate views beyond the river corridor itself. The higher parts of Newport and the wooded hills beyond form the backdrop to views when looking north. Existing bridges over the river form a series of points of interest.</p> <p>Construction: The construction of the Usk Bridge and the elevated approach roads would dominate views for boat users in this vicinity. Immense structures such as supporting piers and precast road sections and the large plant and lifting equipment involved will be highly noticeable. However, despite the scale of the construction works in this area, the industrial baseline context would reduce the magnitude of impact.</p> <p>Year 1: The Usk Bridge and the elevated approach roads and traffic travelling along these structures would dominate views for boat users in this vicinity as they approach and pass under the bridge. It is considered that views of this landmark feature would be perceived as a positive addition to the visual amenity of this part of the Usk River for boat users and would add another attention-grabbing element to the sequence of bridges across the river.</p> <p>Year 15: As for year 1</p>	<p>Moderate adverse</p> <p>Moderate beneficial</p> <p>Moderate beneficial</p>	Moderate adverse	<p>Moderate beneficial</p> <p>Moderate beneficial</p>	<p>Moderate beneficial</p>