

Welsh Government

**M4 Corridor around Newport**

Environmental Statement Volume  
3: Appendix 9.6

Assessment Table -  
Representative Viewpoints

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## Appendix 9.6 Assessment Table - Representative Viewpoints

Survey Dates:

Summer: July to September 2015

Winter: January to March 2016

Note: Distance of views has been assessed using the below parameters:

Up to 1km from the Scheme = Short distance, 1km-5km = Middle distance, 5km-10km = Long distance, Over 10km = Distant

() around no's signifies original photographic viewpoint number

Refer to Figure 9.9 for location of representative viewpoints and Figure 9.10 for day and night time photosheets

\*\* = Representative Viewpoints prepared as photomontage refer to Figure 9.11

Viewpoint	Sensitivity	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
1 PROW, Bridleway ref 400/17, east of Pen-y-groes-fach	High	Short	<p>This viewpoint is located on the Public Right of Way (PRoW) reference 400/17, a bridleway, to the east of Pen-y-groes-fach, at about 124m above ordnance datum (AOD).</p> <p>The arable field in the foreground slopes gently towards the south towards Penylan Road, which runs along the southern boundary of the field about 200m distant, and then to the existing M4 corridor, the boundary of which is approximately 640m distant. The profile of the undulating landform, i.e. gently sloping and then more steeply sloping closer to the existing motorway, means that the existing motorway is below the level of the break in the slope and is not visible from this viewpoint, except in more distant oblique views to the west, beyond the extent of the proposed new section of motorway, where there are gaps in the vegetation and the landform is lower.</p> <p>The landscape is rural, with an irregular pattern of mainly arable fields with occasional pasture, bounded by variable height, managed hedgerows with hedgerow trees. To the north of this viewpoint, there are also small coverts, woodland blocks and linear belts with occasional scattered individual trees. Dwellings and farmsteads are scattered through the landscape with clusters of dwellings at junctions and along the lanes. To the south, the landscape appears well wooded where the “layers” of woodland blocks, hedgerows and linear belts along road corridors overlap, all helping to integrate the various settlements and roads within the landscape.</p> <p>The view is open and panoramic, although the foreground is dominated by the undulating arable fields. Some of the woodland and linear tree belts along the cutting slopes of the existing M4 corridor at the westernmost extent of the proposed Scheme are evident to the southwest, at about 750m – 1.2km distant. The existing M48/M4 junction is not visible from this viewpoint, shielded by the sloping landform and the vegetation along the cutting slopes. In the middle distance, to the south, the views are across the Wentlooge Levels to the Severn Estuary in the long distance and the coast of England in the far distance.</p> <p>There are several noticeable vertical features in this view, consisting of several wind turbines and pylons, the latter being just noticeable in the middle distance from this elevated vantage point.</p>				
			<b>Construction:</b> Views of excavation works and construction operations are unlikely due to the undulating topography shielding the proposed new section of motorway from this view. There may be very brief glimpses of the new ribbon of motorway crossing the Levels, but due to the distance, the landform and the intervening vegetation, these views will barely be perceptible. The towers of the new Usk Bridge will not be visible in this view due to the rising ground to the southeast.	No change	Neutral		
			<b>Year 1:</b> Comments as for the construction phase.	No change		Neutral	
			<b>Year 15:</b> Comments as for the construction phase. The undulating landform in this landscape will shield the proposed new section of motorway from view, and should therefore not alter the overall balance of features and elements within the existing views. There should be no change in view from a high sensitivity receptor.	No change			Neutral
			<b>Night:</b> The Castleton Junction is hidden by the natural topography of the foreground. A red warning beacon can be seen on the silhouette of a wind turbine on the brow of the hill. Clusters of light can be seen at Marshfield and St. Mellon’s to the south west. Across the Wentlooge Levels is predominantly				

Viewpoint	Sensitivity	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
			dark with small pockets of residential lights. To the west a bright glow in the night's sky can be seen radiating from Cardiff. Beyond the River Severn a group of lights can be detected coming from Clevedon and Weston Super Mare.				
			<b>Construction:</b> The natural topography of the foreground screens any views of the proposed new section of motorway. The existing motorway in this vicinity is lit therefore any upward glow from construction phase lighting would not create a perceptible change in visual amenity during the hours of darkness.	No change	Neutral		
			<b>Year 1:</b> The natural topography of the landscape screens the proposed new section of motorway.	No change		Neutral	
			<b>Year 15:</b> The proposed new section of motorway will not alter the existing view as the topography of the foreground shields any prospect.	No change			Neutral
2 PROW, ref 400/12, part of the Castleton Circular Walk at Penylan Farm	High	Short	<p>This viewpoint is located at approximately 120m AOD, on Public Right of Way (PROW) ref 400/12 at Penylan Farm, looking to the south towards the proposed new section of motorway. This PROW is part of the Castleton Circular Walk.</p> <p>This location is in the rural landscape on the higher undulating ground of the Castleton Ridge, with predominantly arable farmland and some pasture. It has an irregular pattern of medium-large scale fields, bounded by hedgerows, with small coverts and woodland blocks, scattered dwellings and farmsteads. From the higher ground, there are panoramic views to the Wentlooge Levels in the middle-long distance and across to the Severn Estuary in the long and distant views. Existing hedgerows and linear tree and shrub belts along the field boundaries interrupt and frame the otherwise open views.</p> <p>The view from this viewpoint shows a field of semi-improved pasture in the foreground, with mature hedgerows / linear belt of shrubs forming the boundaries to the field. To the left of centre there is a middle distance view towards the Wentlooge Levels and to the Severn Estuary beyond, although little detail is evident. There is a glimpse of the Wind Turbine located approximately 375m to the west of Penylan Farm, behind the field boundary to the right of the view. The linear tree belt along the top of the soft estate on the M48/M4 eastbound link road, is about 400m to the south of this view, but is barely visible due to the slope of the land.</p>				
			<b>Construction:</b> Removal of existing vegetation at the existing M48/M4 junction will not cause a perceptible change in the view and excavation and construction operations will not be visible from this viewpoint due to the ground sloping away gently and then more steeply, thereby preventing any view of the proposed new section of motorway. The proposed new section of motorway will be in a large extended cutting in the side of the sloping ground, bringing the proposed motorway boundary closer to the viewpoint by about 70m. The existing mature hedgerow and intermittent trees along the field boundary to the south of Penylan Farm, along with the sloping landform, will shield the proposed new section of motorway from view during construction.	No change	Neutral		
			<b>Year 1:</b> Comments as for construction phase. Planting implemented in mitigation will not yet be contributing to screening or to integrating the new motorway and earthworks with the surrounding landscape.	No change		Neutral	

Viewpoint	Sensitivity	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
			<b>Year 15:</b> By year 15, the woodland planted in mitigation along the cutting slopes will be maturing and contributing to screening, helping to visually soften the profile of the cutting slopes and integrate the new engineered landforms into the surrounding landscape. Where this new woodland is located towards the upper slopes of the cutting, it may gradually become just perceptible as it increases in height above the level of the slope but this will not be a significant change in the view. There may be a barely perceptible reduction in the extent of the middle-long distant views available towards Wentlooge Levels., but this is unlikely to alter the overall balance of features and elements within the existing view and therefore is likely to be a barely perceptible change to a view from a high sensitivity receptor.	No change			Neutral
			<b>Night:</b> The unlit fields in the foreground fall away revealing views across the Wentlooge Levels. The fields are bounded by silhouettes of thick vegetation with intermittent trees. There are partially screened views of a wind turbine to the west with a radiance of light coming from Cardiff in the backdrop. Small pockets of lights can be seen coming from the dark Wentlooge Levels. Clusters of light can be seen coming from Clevedon and Weston Super Mare beyond the Severn Estuary.				
			<b>Construction:</b> The natural topography of the foreground screens any views of the proposed new section of motorway. The existing motorway in this vicinity is lit therefore any upward glow from construction phase lighting would not create a perceptible change in visual amenity during the hours of darkness.	No change	Neutral		
			<b>Year 1:</b> The natural topography of the foreground screens any views of the proposed new section of motorway.	No change		Neutral	
			<b>Year 15:</b> The proposed new section of motorway will not alter the existing view as the topography of the foreground shields any prospect.	No change			Neutral
4a Minor road on Pound Hill	Moderate	Short	This viewpoint is located at Pound Hill, at approximately 80m AOD, looking south to the boundary fence and linear tree belt about 30m distant, at the top of the cutting slope north of the M48/M4 link road. This is a rural landscape running across the undulating higher ground of Castleton Ridge, to the north of the existing M4/M48 corridor. There is an irregular pattern of medium to large scale fields, with a mix of arable and pasture, bounded by hedgerows with occasional hedgerow trees. There are occasional small coverts and small woodland blocks, including the linear tree belts along the cutting slopes of the existing M4 corridor. Immediately to the southeast of this location, the ground drops steeply away to the motorway and the lane continues across this via an over-bridge. The character of the road changes from the open and undulating farmland to enclosed woodland either side of the motorway and towards the A48, opening out considerably where it crosses the M48/M4 junction. The rapid change in levels as the road crosses the motorway, allow middle and long distance views between and over the mature vegetation of the existing M4 soft estate, toward the levels in the south and southeast, and beyond to the Severn Estuary, and to the southwest towards Llanrumney.				
			<b>Construction:</b> Extensive vegetation clearance from the cutting slopes of the M4 corridor in the foreground of this view will open it up considerably, allowing	Major adverse	Large Adverse		

Viewpoint	Sensitivity	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
			uninterrupted panoramic views across the landscape. The excavations to extend the cutting slopes will also open up views of construction operations in the M48/M4 Junction area, including earthworks, construction of new carriageways, overbridges, and all plant and vehicular movements, borrow-pits, stockpiles and storage. Due to the panoramic nature of the view, the new carriageway will also be visible where it crosses the levels, although construction detail will gradually be lost due to distance. To the east of this viewpoint in the long distance at about 6km, the towers of the new River Usk Bridge will be noticeable. The change in the view will be significant.				
			<b>Year 1:</b> The loss of existing established vegetation will have removed any screening and the new embankments, cutting slopes and carriageways will be visible in the foreground, and the short distance, of this view. The extended M48/M4 junction would form a highly visible element in the view, resulting in a noticeable change. Vertical highway features such as gantries, signage and lighting will also be highly visible, as will the moving traffic using the carriageways. New planting carried out in mitigation, will not be contributing to the landscape nor to any screening at this stage and the extent of impacts will be similar to those during the construction phase.	Major adverse		Large Adverse	
			<b>Year 15:</b> Mitigation planting implemented as part of the proposed new section of motorway should be established and of sufficient maturity by this time, as to be contributing to screening and helping to integrate the new landforms into the surrounding landscape. However, parts of the M48/M4 junction and the main carriageways and overbridges are likely to remain visible, including the new extensive earthworks within the surrounding landform. There is likely to be a significant change in the view from this viewpoint due to the increase in the extent of the junction, however, the planting implemented in mitigation will eventually enclose the junction and reinforce the wooded nature of the surrounding landscape.	Moderate adverse			Moderate Adverse
			<b>Night:</b> Faint light can be seen through thick vegetation in the foreground that forms the boundary of the M4 and M48. Individual lighting columns can be seen over the tall tree belts to the west as part of the M48. Light radiating from Cardiff brightens the night's sky to the west.				
			<b>Construction Phase:</b> Loss of screening vegetation at the beginning of the construction phase will open up views to the construction area and the wider landscape beyond. Construction lighting will be in addition to the existing lighting along the existing roads, which would now also be visible. The more open views would also now include scattered areas of light across the wider view that was previously screened by the intervening foreground tree belts.	Major adverse	Large adverse		
			<b>Year 1:</b> The loss of vegetation in the foreground will open up views to the proposed new section of motorway and further across the Wentlooge Levels. New lighting along the mainline and slip roads will dominate the foreground views.	Major adverse		Large adverse	
			<b>Year 15:</b> From this position a corridor of lighting from the proposed new section of motorway will be readily apparent as grassland will be the only element between the mainline. Mitigation planting to the south boundary of the	Major adverse			Large adverse



Viewpoint	Sensitivity	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
			proposed new section of motorway will screen views across the Wentlooge Levels.				
5 PROW ref 390/11	High	Short	<p>This viewpoint is located on a footpath just below the brow of the hillside to Castleton Ridge, reference 390/11, at about 80m AOD. The existing M48/M4 eastbound on-slip road is located approximately 130m to the south of this viewpoint, with a short section of the M4 being visible on the lower slope of the hillside at a gap in the existing linear tree and shrub belt lining the motorway cutting slope. To the right (west) of the viewpoint, the view is contained by the denser linear woodland running along the upper edge of the motorway cutting slope.</p> <p>The extended cutting slopes of the proposed new section of motorway will be located approximately 50m-80m to the south of this viewpoint, and the towers of the proposed River Usk Bridge will be about 5.8km to the east</p> <p>The landform rises towards the north, gently undulating along the side of Castleton Ridge, allowing wide expansive views to the south and east. In the short-middle distance, there are views of the industrial and business estates which are starkly visible against the levels landscape beyond. In the middle distance, there are views across Wentlooge Levels, to the Severn Estuary in the long distance and distant views of the English coast on the horizon.</p> <p>The landscape in this vicinity is rural, with an irregular pattern of medium to large sized fields, which are a mix of arable with some pasture, bounded by low, maintained hedgerows with hedgerow trees, and occasional small woodland blocks and groups of trees.</p> <p>The landscape to the south of the existing M4 corridor to the southeast, west of the Imperial Park Industrial Estate, appears well wooded, consisting of numerous layers of mature linear woodland belts, small woodland blocks and mature hedgerows bounding small-medium scale fields, all of which define the historic pattern of the landscape.</p> <p>The existing M4 corridor and adjacent A48, mark a noticeable change in the landscape from the undulating farmland on the rising ground to the north, dropping down to the levels and the field systems to the south, and abutting the industrial estate and housing developments further east towards the Newport Docks</p> <p>The elevated position of this viewpoint allows a number of detracting elements in the landscape to become visible. The Newport Docks area with industrial units/buildings are just perceptible above the level of the intervening vegetation, and vertical structures such as pylons, chimneys and wind turbines are also visible over a wide arc of view, although they are not dominant features. Closer to the viewpoint, the buildings on the Industrial and Business Estates are larger detracting elements as are the glimpses of the existing M4.</p>				
			<p><b>Construction:</b> Vegetation clearance along the road corridor in the foreground of the view and around Berry Hill Farm will be clearly noticeable, allowing views of most construction operations including excavation of the proposed cuttings to the north of the existing road corridor, and the construction of the A48(M)/M4 link road and its associated elements such as gantries, signage and lighting. In addition, during the construction phase, areas to the east of Berryhill Farm may be used for borrow-pits and materials storage. There will be a significant change in the views from this location.</p>	Major adverse	Large Adverse		
			<b>Year 1:</b> The new and existing M4 carriageways and the new M48 link roads are	Major adverse		Large Adverse	

Viewpoint	Sensitivity	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
			likely to be visible in the foreground of this view, particularly where the road corridor comes closer to the viewpoint and the loss of existing established woodland allows open views across a wider arc of view. The towers of the new River Usk Bridge will be visible to the east of the view. The loss of the woodland between the Levels and the A48 corridor will open up the view and the new M4 carriageway and earthworks will be visible in the middle to long distance where it sweeps across Wentlooge Levels to the River Usk. Planting implemented as mitigation will not yet be contributing to screening or to the landscape at this time, and the change in this view will remain significant.				
			<b>Year 15:</b> By this time, planting implemented as mitigation for the proposed new section of motorway will be maturing and contributing to screening and to integrating the new landforms into the landscape. New woodland blocks and linear tree belts will visually soften the engineered profiles of the earthworks, and glimpses of the carriageway will remain between the new woodland, where it crosses the levels and woodland is less frequent. The towers of the new River Usk Bridge are likely to remain visible to the east of the view, giving a striking landmark with a clear sense of place and scale to the landscape.	Moderate adverse			Moderate Adverse
			<b>Night:</b> Dark fields bounded by mature hedgerows with intermittent trees fill the foreground. Beyond the fields lighting columns and moving traffic can be seen along a small part of the M4. A mixture of white and orange lights are predominantly coming from the Newport Docks and the Power Station illuminating surrounding chimney stacks and pylons. Across the Wentlooge Levels there are dispersed pockets of orange light with the brightest being St Brides Wentlooge. To the south west a large cluster of orange lights are coming from the St. Mellon's direction. Beyond the River Severn pockets of lights can be seen at Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> Removal of screening vegetation at the beginning of the construction phase will open up views to the construction area across the Berryhill Farm locale. Construction lighting will increase the prominence of this construction area during the hours of darkness; in the baseline this area has few lights as it is predominantly open fields and woodland. Lighting associated with the construction area is likely to merge with the street and building lights associated with Imperial Park to the east, creating a noticeably larger illuminated area. However, the wider view contains numerous areas of light emanating from roads and buildings as described in the night-time baseline above. It is not considered that these additional sources of light would be highly noticeable.	Minor adverse	Slight adverse		
			<b>Year 1:</b> From this location the mainline lighting will be visible on the approach to the docks, the full extent of the River Usk crossing and at the Castleton Junction. The towers of the River Usk bridge will be faintly lit and red warning beacons for aircrafts will be visible at the top of the towers. Vertical elements such as signage and gantries will be lit along with moving traffic on the mainline.	Major adverse		Large adverse	
			<b>Year 15:</b> Thick mitigation woodland planting will screen all views of the proposed new section of motorway.	Large Adverse			Moderate adverse



Viewpoint	Sensitivity	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
6 ** Public Footpath 390/08, east of Pound Hill	High	Short	<p>This viewpoint is located on the Public Right of Way (PROW) No 390/08, at Pen-y-lan, in the vicinity of the mast to the east of Pound Hill at about 116m AOD. The viewpoint is located approximately 500m to the north of the extended cutting slopes of the new eastbound link roads to the proposed M4, and approximately 5.9km west of the towers of the proposed River Usk Bridge. It is a rural landscape, running along the higher undulating ground of the Castleton Ridge to the north of the proposed new section of motorway. It has an irregular pattern of medium – large sized fields, bounded by low, regularly maintained hedgerows, with taller hedgerows following the lanes. Fields are a mix of arable and pasture, and there are small groups of trees and woodland blocks, frequently associated with the farmsteads, and occasional individual trees and hedgerow trees.</p> <p>The view is wide and expansive, with the fields in the foreground and glimpses of the tops of trees along the lower slopes in the short distance. The middle distance views look across Wentlooge Levels to the south, and to the east-southeast there are long distance views to the mouth of the Rivers Usk and Ebbw, with glimpses of the larger and taller features at the Uskmouth Power Stations, for example the tall chimney stacks, and Newport Docks.</p> <p>In the middle distance, the Quinn Radiators buildings on the Imperial Park Industrial Estate, approximately 1.9km distant, are clearly visible beyond the brow of the hill, largely due to the pale colour of the cladding seen against the darker fields beyond.</p> <p>There are no views of the existing M4, nor of the residential developments and properties along the A48 corridor, due to the undulating landform cutting off the view where these are located below the level of the existing field on the brow of the slope.</p> <p>Detracting features in this view include the buildings on the Imperial Park Industrial Estate, the chimney stacks at Uskmouth, and the tall pylons crossing the landscape, although these latter two are not dominant components in the wide panoramic view.</p>				
			<p><b>Construction:</b> There will be no views of the construction operations in the short distance due to the landform concealing the works. There will be distant glimpses of the ribbon of bare earthworks where the new section of motorway crosses Wentlooge Levels to the south-southeast, although little detail will be evident due to the distances involved. There will also be views of the towers of the Usk Bridge, along with the plant necessary for their construction, eg cranes, as they become more evident as the bridge construction progresses. Changes to the view will therefore be noticeable.</p>	Moderate adverse	Moderate adverse		
			<p><b>Year 1:</b> There will be no change in the short distance view as the new M4 / M48 junction will not be visible due to the screening provided by the break in the slope at the edge of the undulating higher ground. The new section of motorway and the River Usk Bridge will be visible in the middle and long distant views, although much of the detail will not be perceptible due to distance. The new M4 will be visible as a narrow ribbon of earthworks in the Levels landscape, with the occasional large sign (ADS) or gantry being perceptible in clear conditions, and the occasional widening of earthworks where Water Treatment Areas (WTAs) are located. The River Usk Bridge, including both the deck and the towers, will be visible as a new and striking element in the landscape, giving a clear sense of place and scale to the landscape. Planting implemented in mitigation will not be contributing to</p>	Moderate adverse		Moderate adverse	

Viewpoint	Sensitivity	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
			screening or to the landscape by this stage.				
			<b>Year 15:</b> There will be little change from Year 1, in the short, middle or long distant views, with the exception of where new woodland blocks are introduced below the edge of the higher ground where the new motorway junction is cut into the side of the rising ground, and to the west and south of the Imperial Park Industrial Estate. This woodland will be established by Year 15, and have reached a stage when it will be contributing to screening the new roads and structures, and helping to integrate them with the surrounding landscape, although they will not be dominant features in views from this viewpoint.	Moderate adverse			Moderate adverse
			<b>Night:</b> Dark fields bounded by mature hedgerows with intermittent trees fill the foreground. A mixture of white and orange lights are primarily coming from the Newport Docks and the Power Station illuminating surrounding chimney stacks and pylons with a noticeable sky glow. Across the Wentlooge Levels there are dispersed pockets of orange light with the brightest being St Brides Wentlooge. To the south west a large cluster of orange lights are coming from the St. Mellons direction. Across the River Severn pockets of lights can be seen at Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> Beyond the dark foreground, which will remain unaltered, the expansive middle and long distance view contains numerous areas of light emanating from roads and buildings as described in the night-time baseline above. It is not considered that additional sources of light from the construction areas would be highly noticeable.	Minor adverse	Slight adverse		
			<b>Year 1:</b> From this location mainline lighting will be visible on the approach to the docks and the full extent of the River Usk crossing. The towers of the River Usk bridge will be faintly lit and red warning beacons for aircrafts will be visible at the top of the towers. Vertical elements such as signage and gantries will be lit along with moving traffic on the mainline. These elements would be perceptible but not highly noticeable within the expansive views available.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as year one.	Minor adverse			Slight adverse
7 A48 at Little Orchard Cottage and Berry Hill Farm	High	Short	<p>This viewpoint is located at Little Orchard Cottage on the A48 at about 30m AOD. The property is adjacent to Berryhill Farm, which is screened by the mature tree belt in the left foreground of the view. The proposed new section of motorway is approximately 75m to the south of this viewpoint at its closest point.</p> <p>At this location, the existing A48/M4 corridor cuts across the landscape, marking the transition between the higher undulating farmland to the north along Castleton Ridge, and the gently falling ground and flat fields of the Wentlooge Levels to the south. The road corridor crosses a wedge of rural landscape which links the rural areas to the north and south of the corridor, and stretches from the Imperial Park Industrial Estate to the outer edge of Cardiff at St Mellons,</p> <p>The landscape appears well wooded, with small mature woodland blocks, linear tree and shrub belts and hedgerows, and an irregular pattern of small-medium size fields with larger fields on the higher ground to the north. Fields are a mix of pasture and arable with hedgerow field boundaries and to the south, linear shrub and tree belts following the lines of the ditches and reens</p>				

Viewpoint	Sensitivity	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
			characteristic of the levels landscape. Dwellings are generally thinly scattered or as occasional clusters of dwellings following the roads, or in the more defined settlements such as Castleton, Marshfield and St Brides. The viewpoint is slightly elevated above the adjacent property, showing the land sloping down from the A48, to the south towards the Wentlooge Levels. The view shows what appears to be a well wooded landscape, with mature tree blocks and small woodlands, linear belts of trees and shrubs, and hedgerows. Although the view is contained by the mature tree groups in the foreground, there are glimpses of the Severn Estuary and English coast approximately 19km distant and there are glimpses of pasture and cultivated fields between the trees.				
			<b>Construction:</b> Vegetation clearance here will include a large proportion of the mature groups of trees, woodland and linear tree and shrub belts in the foreground, and in the short and middle distance. This will open up the view considerably and all construction operations, including earthworks, plant and vehicle movement, stockpiles, excavation and construction of embankments, will be clearly visible. This will have a significant change in the view.	Major adverse	Very large adverse		
			<b>Year 1:</b> The new embankments will be noticeable new features in the landscape and, due to the elevated location of the viewpoint, there will be clear views of these and of the vertical highway elements such as gantries, signage and lighting as well as the moving traffic on the carriageway. Mitigation planting implemented will not be contributing to the landscape nor to any screening at this stage, and the proposed new section of motorway will be clearly visible. There will therefore, be a significant change in the view.	Major adverse		Very large adverse	
			<b>Year 15:</b> By this time, the planting implemented as mitigation, will be maturing and able to contribute to screening the proposed new section of motorway and helping to disguise the engineered profile of the embankment slopes, thereby integrating the new earthworks within the landscape. Views of the proposed new section of motorway will remain however, as a solid block of woodland on raised ground, and the open glimpses towards Wentlooge Levels will no longer be present. Glimpses of the vertical highway elements, such as gantries, signage and lighting as well as the moving traffic on the elevated carriageway, may remain.	Major adverse			Large adverse
			<b>Night:</b> Residential lighting coming from Little Orchard can be seen in the foreground. Bright street lights from the A48 spill on to Little Orchard's property. Lighting columns and gantry signs can be seen on the M4 to the north. Dispersed pockets of light can be seen on the Wentlooge Levels.				
			<b>Construction:</b> Lighting associated with Castleton East Compound, which will be lit at all times during the hours of darkness, is likely to be glimpsed through the intervening trees, particularly in the winter months. There is currently limited lighting in this area and the proximity of the element to the viewpoint suggests that this would be a noticeable feature. Lighting associated with the construction area for the new motorway, which would be visible beyond Little Orchard, would be transitory depending on the construction phase. When in use it would also be a noticeable feature.	Moderate adverse	Moderate adverse		

Viewpoint	Sensitivity	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
			<b>Year 1:</b> The new mainline along the Castleton Junction will be evident and moving traffic, lighting and signage will be continuous and readily apparent from this position.	Major adverse		Very large adverse	
			<b>Year 15:</b> Mitigation planting will have established however the lighting columns, signage and moving traffic implemented as part of the proposed new section of motorway will still be visible.	Major adverse			Large adverse
8a Pedestrian overbridge on A48 at Church Lane. Located on the Castleton Circular Walk	High	Short	<p>This viewpoint is located on the elevated ramp of the pedestrian footbridge crossing the A48 between Church Lane and Blacksmiths Way. Ground level at the base of the ramp is at 20m AOD and the approximate ramp height at the viewpoint is 5m. The locally important Castleton Circular Walk crosses this footbridge.</p> <p>The closest points of the proposed new section of motorway to this viewpoint are the proposed borrow-pit at Berryhill Farm which is adjacent to the viewpoint, and the proposed main carriageway about 370m to the south. The properties in Church Crescent are approximately 60m to the southeast of the viewpoint, and those on Blacksmiths Way are 55m to the north. The Imperial Park Industrial Estate is approximately 400m to the east and the existing M4 is 150m to the north.</p> <p>The existing A48/M4 corridor cuts across the landscape, marking the transition between the higher undulating farmland to the north along Castleton Ridge, and the gently falling ground and flat fields of the Wentlooge Levels to the south. The road corridor crosses a wedge of rural landscape linking the rural areas to the north and south of the corridor, and stretches from the Imperial Park Industrial Estate to the outer edge of Cardiff at St Mellons.</p> <p>The landscape appears well wooded, with small mature woodland blocks, linear tree and shrub belts and hedgerows, and an irregular pattern of small-medium size fields with larger fields on the higher ground to the north. Fields are mainly pasture, semi-improved grassland, with some arable. Field boundaries are a mix of hedgerows or linear shrub and tree belts following the lines of the ditches and reens characteristic of the levels landscape.</p> <p>Dwellings are generally thinly scattered or as occasional clusters of dwellings, or in the more defined settlements such as Castleton, Marshfield and St Brides. The view looks south across the fields of Berryhill Farm to the right (west) of the view. The buildings of Church Crescent are visible through the trees in the foreground to the left (east) of the view, with the overhead power lines and pylons in the short distance in front of the taller buildings of Quinn Radiators on the Imperial Park Industrial Estate, approximately 700m to the southeast.</p> <p>Vertical elements in the view include the regular lines of pylons across the landscape to the east, and the large industrial buildings of the Imperial Park Industrial Estate, features which become more frequent closer to the Newport Docks.</p> <p>The pedestrian overbridge forms a distinct feature in the view for traffic using the A48 and from the nearby residential properties.</p>				
			<b>Construction:</b> Removal of existing vegetation in the short and middle distance will allow clear views of the proposed new section of motorway, which will be seen as a dominant feature from this viewpoint. Excavation of the proposed borrow-pits, earthworks such as the construction of the embankments and stockpiling of material will be immediately noticeable from the elevated position of this viewpoint. Construction activity will form a dominant and discordant	Major adverse	Large adverse		



Viewpoint	Sensitivity	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
			element within the view.				
			<b>Year 1:</b> Views to the proposed new section of motorway, having been opened up due to the vegetation removal during the construction phase, will continue to be open with clear views across the restoration of the borrow-pit area to the new motorway embankments, and the vertical highway elements within the motorway such as gantries, signage and lighting. Moving traffic on the new section of motorway will also be a distinct feature in this view. Woodland and linear tree planting implemented as mitigation in the restoration of the borrow-pits and on the new motorway embankments, will not contribute to screening or the landscape at this stage and the effect on the view will be similar to that during the construction phase.	Major adverse		Large adverse	
			<b>Year 15:</b> By this time, planting implemented as mitigation in the borrow-pit area and on the embankment slopes should be maturing and contributing to the screening of the proposed new section of motorway, and visually softening the engineered profile of the embankment slopes. Glimpses of taller vertical highway elements may remain above the level of the woodland, however these will no longer be dominant features in the view. The maturing woodland will visually link with the wooded nature of the slopes to Castleton Ridge, thereby strengthening the overall landscape character. The nature of this view however, will be altered by creating a more enclosed character than is currently the case at this viewpoint location.	Major adverse			Large adverse
			<b>Night:</b> From this elevated position the foreground consists of fields bounded by hedgerows. A mixture of residential and street lighting can be seen coming from Church Crescent. Bright lights from Parc Golf Club Driving Range are slightly filtered by a tall tree belt. Across the Wentlooge Levels to the west there is a multitude of different coloured lights. On the horizon to the west the sky is illuminated by orange lights coming from Cardiff. A corridor of lighting columns and vehicle lights can be seen along the A48 and M4. Building silhouettes can be seen from imperial park.				
			<b>Construction:</b> The construction phase will have removed existing belts of vegetation opening up the view from this elevated position. This vegetation removal will offer sky glow above the Castleton East compound and storage area joining current sky glow emanating from the Parc Golf Course driving range located south of the compound. However, this sky glow would merge into the backdrop of glow from other settlements and Cardiff in the distance. Lighting associated with the construction area for the proposed new section of motorway, which would be visible from this vantage point, would be transitory depending on the construction phase. When in use there would be intermittent glare from vehicular headlights.	Minor adverse	Slight Adverse		
			<b>Year 1:</b> Views would be opened up to scheme lighting and moving traffic on the mainline above the existing landform due to the removal of existing mature vegetation during the construction phase. Embankments and new carriageways cutting through the rising ground towards the north, along with new signage and gantries will become dominant features of the view.	Major adverse		Large adverse	
			<b>Year 15:</b> Large areas of proposed planting will partially screen the mainline however some larger vehicles and lighting column may still be seen.	Minor adverse			Slight adverse

Viewpoint	Sensitivity	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
9 Church Crescent Village Green	High	Short	<p>This viewpoint is located on the northern edge of the “village green” at the small residential area of Church Crescent, at about 15m AOD. The view looks to the south, with the informal games area in the foreground and the mature hedgerows with trees along Church Lane adjacent. Beyond the top of the hedgerows, the tops of the trees in the small ancient woodland blocks to the south are visible</p> <p>The proposed main carriageway of the proposed new section of motorway is approximately 340m to the south of this viewpoint, with associated works for the Church Lane overbridge and Church Lane realignment only 50m from the southernmost property in this housing cluster.</p> <p>This location is suburban, on the interface between the rural areas to the south and west and the industrial, commercial and residential areas on the A48 corridor between Cardiff and Newport to the north and east.</p> <p>The Imperial Park Industrial Estate is approximately 330m to the east and the existing A48 is approximately 100m to the north. To the west are the fields of the Berryhill Farm smallholding which abut the hedgerow on the western side of Church Lane, and to the south are further fields bounded by mature hedgerows, woodland blocks and the Parc Golf Course.</p> <p>Despite the proximity of the A48 and the industrial estate, this viewpoint is in a relatively tranquil and well screened area with no views of these features. There are small but well established blocks and linear belts of woodland to the north and east of Church Crescent, effectively screening the properties from these developments.</p> <p>The overhead powerlines and pylons are evident above the level of the trees to the east of the viewpoint, forming a distinct vertical feature in the view.</p>				
			<p><b>Construction:</b> Excavation of the borrow-pits in the Berryhill farm area along with the associated removal of vegetation will open up the views in this direction considerably and there will be clear views of all construction operations. Retention of the existing mature hedgerow and trees along the western side of Church Lane will help to retain some screening in these views. Removal of established vegetation to the south of the houses, to make way for the realignment of Church Lane will alter the character of the lane, widening it out considerably at its junction with a new roundabout with the dual carriageway access to Imperial Park, although some screening will remain for the houses.</p> <p>The vegetation removal and excavation of the borrow-pits will allow clear views of the construction operations for the embankments to the southwest and south, and the height of the embankments will make them a dominant feature in the view. The Church Lane over-bridge to the southeast of the viewpoint may just be visible if the vegetation clearance extends to the mature hedgerows along Church Lane.</p> <p>There will be a significant change in the view from this viewpoint.</p>	Major adverse	Large adverse		
			<p><b>Year 1:</b> Restoration of the borrow-pits and mitigation planting in this area and on the embankment slopes will not have established by Year 1, and there will be views of their engineered profiles without the benefit of any softening effect from vegetation, which will result in these being dominant features in the view. There will also be clear views of the vertical highway elements such as gantries, signage and lighting as well as the moving traffic, also creating significant features. Retention of as much mature hedgerow and hedgerow</p>	Major adverse		Large adverse	



Viewpoint	Sensitivity	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
			trees as possible will continue to provide some screening whilst the mitigation planting matures. There will remain a significant change in the views from this viewpoint.				
			<b>Year 15:</b> By this time, planting implemented as mitigation in the borrow-pit area and on the embankment slopes will be maturing and contributing to the screening of the proposed new section of motorway, and in visually softening the engineered profile of the embankment slopes. Glimpses of taller vertical highway elements may remain above the level of the woodland, however these will no longer be dominant features in the view. The maturing woodland will visually link with the wooded nature of the Castleton Ridge, thereby strengthening the overall character of the view, and re-creating the enclosed nature of the view around this viewpoint location.	Moderate adverse			Moderate adverse
			<b>Night:</b> The foreground of the “village green” is faintly lit by a few surrounding orange street lights. Lights from adjacent residential properties spill out onto the green. Silhouettes of large vegetation screen views across the flat terrain of the Wentlooge Levels. A radiance of light can be seen in the night’s sky coming from Parc Golf Club Driving Range. Lighting columns and moving traffic can be seen to the north on the A48 and M4.				
			<b>Construction:</b> The existing foreground lighting in close proximity to the residential housing at Church Crescent creates an orange glow which emphasises the darkness of the background which is currently unlit. The construction phase will see removal of tall belts of vegetation opening up the night sky. Receptors in this location will see glimpses of glare from vehicle lights where breaks in retained vegetation allow during the construction phase and this will be a contrast on a relatively dark unlit landscape currently.	Moderate adverse	Moderate adverse	Large adverse	Moderate adverse
			<b>Year 1:</b> Proposed mitigation planting will not have matured leaving the embankments and mainline lighting a dominant feature.	Moderate adverse			
			<b>Year 15:</b> The proposed new section of motorway will be barely perceptible due to the proposed vegetation and heavy stock pile.	Minor adverse			
11 ** Parc Golf Club – Recreational Facility	High	Short	This viewpoint is located at the driveway to the Parc Golf Club, where it intersects with the PROW, at about 10m AOD. The proposed new section of motorway is approximately 230m to the north of this viewpoint, running across the end of the driving range in front of the existing linear tree belts. The proposed Water Treatment Area (WTA2) will be approximately 230m to the northwest, within a field adjacent to hole number 2. The Imperial Park Industrial Estate is located approximately 400m to the northeast, and the A48 is 750m to the north of the viewpoint. A cluster of houses at Church Crescent is approximately 550m to the north-northeast and the fields of the Berryhill Farm smallholding are about 400m to the northwest. A small block of ancient woodland is located between the end of the driving range and the boundary with Berryhill Farm. The golf course is bounded to the east and south by Church Lane and Ty Mawr Lane respectively, and to the west are flat open pasture and arable fields with reens and ditches characteristic of the levels landscape to the south. The landscape in the immediate vicinity is rural in character, and although the presence of the industrial estate intrudes into this, it is well screened due to the				

Viewpoint	Sensitivity	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>extensive and mature linear tree belts following the line of the access road on its western and southern boundaries.</p> <p>The rural area consists of an irregular pattern of small and medium size fields, of arable, pasture, woodland and sports use. To the north, the land rises gently towards the more wooded slopes of the Castleton Ridge, containing the A48 and M4 corridors and above these are the rural farming areas along the undulating higher ground. To the east are the industrial estate and the Tredegar Park residential areas and to the west are the settlements of Castleton and Marshfield.</p> <p>To the south and immediate west of the golf course, there is the low lying levels landscape, with its characteristic reens and ditches following the roadsides and dividing the fields, with low lines of shrubs and trees along them. The golf course is visually contained and well screened along Church Lane by mature hedgerows and trees, and to the south along Ty Mawr Lane by a slightly more open line of trees forming a narrow shelterbelt behind the wide Drenwydd Reen. Along the western boundary there are more open lines of trees and shrubs with reens following the boundary and linking with reens and ditches which have been incorporated into the golf course.</p> <p>The view looks to the north across the driving range and sports pitch towards a linear belt of trees and shrubs bordering the driving range on the northern boundary and extending along the western side. There is a regularly managed and mature mixed broadleaved hedgerow along the eastern boundary with Church Lane, with a line of individual trees just inside the boundary both of which screen and contain the views to within the area of the golf course. Detracting features within this view include the overhead power lines and pylons which are visible in the short distance and in the middle distance along the higher ground of the Castleton Ridge.</p>				
			<p><b>Construction:</b> Removal of the mature linear tree belts on the boundary of the golf course and the small pocket of ancient woodland in the short distance will open up and alter the enclosed rural character of the view.</p> <p>The new high motorway embankments will sweep across a wide arc of view, gradually reducing in height from left to right (west to east) in this view. Retention of as much existing mature vegetation as possible will help break up this view, but all construction operations, including earthworks, material stockpiling, plant and vehicular movements will remain clearly visible. There will be a major change to the view.</p>	Major adverse	Very large adverse		
			<p><b>Year 1:</b> The embankments carrying the new motorway will be clearly visible, enclosing the view with high engineered earthworks and thereby altering the character from rural to semi-urban. These earthworks, along with traffic movement, vertical features such as gantries, signage and lighting will be dominant features, giving further urban emphasis to the view. There will remain a major change to the view.</p>	Major adverse		Very large adverse	
			<p><b>Year 15:</b> By this time, extensive woodland and linear tree planting along and in front of the embankment slopes will be maturing and contributing to the landscape as screening and in visually softening the engineered profile of the embankment slopes and helping to blend and integrate them with the surrounding landscape.</p> <p>The vertical highway elements such as gantries, signage and lighting as well as the moving traffic, may still be visible above the level of the new vegetation,</p>	Moderate adverse			Large adverse

Viewpoint	Sensitivity	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
			however they will be more intermittent and less intrusive and dominant in the view. From this viewpoint, the view will become enclosed by vegetation rather than by engineered earthworks, thereby returning to a more rural emphasis. A noticeable change to the view will remain.				
			<b>Night:</b> The foreground is brightly lit by the driving range revealing open grassland, driving range targets and holes. The driving range is bounded by mature vegetation and tree belts. The ground rises up to the north to a linear corridor of individual lighting columns and moving traffic on the M4 and A48.				
			<b>Construction:</b> The brightly lit driving range emphasises the darker periphery of the surrounding vegetated landscape from this viewpoint. Moving traffic and lighting columns are clearly visible running around the raised ground to the North where the existing M4 and A48 are located. Large swathes of vegetation removal will open up the view to the construction works. Castleton East compound and storage area will be seen as faint sky glow above the retained vegetation to the north of the view creating a new area of light emphasised by the back drop of the rising ground at the Castleton Junction. Lighting associated with the construction area for the new motorway, which would be clearly visible at the end of the driving range, would be transitory depending on the construction phase.	Major adverse	Very large adverse		
			<b>Year 1:</b> Replacement planting will not have matured leaving lighting and moving traffic on the mainline, embankments and Church Lane Overbridge exposed.	Major adverse		Very large adverse	
			<b>Year 15:</b> New planting will screen large parts of the proposed new section of motorway from view. Individual lighting columns and moving traffic on the mainline where the carriageway ascends will still be visible.	Moderate adverse			Large adverse
12 PROW at Parc Golf Course recreational facility Located on the Castleton Circular Walk	High	Short	This viewpoint is located on the PROW running to the south of the Parc Golf Club buildings at about 10m AOD, and looking to the north towards the proposed new section of motorway. The proposed new section of motorway is approximately 550m to the north of this viewpoint at its closest, where it clips the northern edge of the Parc Golf Club driving range. The landscape is low lying and rural, with an irregular pattern of medium sized fields to the north, with more typical, regular shaped fields to the south and east. Fields are bounded by linear tree and shrub belts following the lines of the reens and ditches. The fairways and greens of the golf course are located to the south and east of this viewpoint, behind the mature line of trees to the right (east) of the view. The highly maintained and intensively managed grassland of the golf course is not a typical feature in the levels, but its many small water features and surrounding reens link it to the surrounding landscape. In the foreground of the view, the fields are pasture, with unimproved wet grassland, and occasional scrub and lines of trees and shrubs. Pockets of broadleaved woodland are a feature in this area. In the middle distance are the wooded slopes of Castleton Ridge, showing glimpses of buildings and on the ridgeline, masts and wind turbines.				

Viewpoint	Sensitivity	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
			<b>Construction:</b> The mature vegetation in the foreground, following the field boundaries, will not be affected by the work, and will remain to provide some screening. The intermittent nature of this vegetation and the height of the embankments means that there will be frequent glimpses of the embankment earthworks and construction operations, where they cross the low lying land to the north and northwest of this viewpoint. Construction work will require the removal of large areas of woodland on the slopes to Castleton Ridge, opening up views of the existing motorway traffic and of most construction operations. Borrow-pits and stockpiles will be visible just below the skyline, and will form a noticeable change in the view.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> The existing mature linear belts of vegetation unaffected by the proposed new section of motorway will remain and will continue to provide some screening, although the intermittent nature of this and the height of the embankments means that there will be frequent glimpses of the embankment earthworks across the low lying land to the north and northwest of this viewpoint. The loss of the woodland on the Castleton Ridge slopes, and the borrow-pit areas, will still be evident, as mitigation woodland planting will not be established by this time. There will be glimpses of the vertical highway elements such as gantries, signage and lighting in addition to the moving traffic on the main carriageways. The structures of the new M4 / M48 junction, and the over-bridges crossing the existing A48 will be clearly visible at a distance of about 800m to the northwest of this viewpoint. There will therefore be a clearly noticeable change in the existing view.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> By this time, the mitigation planting along the re-graded slopes of the Castleton Ridge and the borrow-pit areas, will be maturing and contributing to the screening of the carriageways and helping to integrate them with the surrounding landscape and breaking down the scale of the Castleton Junction. However, parts of the junction will remain visible where there are gaps in the intervening vegetation, particularly at the overbridges for the existing A48. Woodland blocks and linear belts of vegetation along and adjacent to the embankments crossing the lower lying land north of the Parc Golf Club, will also be maturing and screening the embankments, although there may remain intermittent views of moving traffic and the vertical highway elements, above the line of the woodland. This new woodland will also contain views across the low lying land, restricting the views at lower levels to short distance only. There will remain a perceptible change to the view.	Minor adverse			Slight adverse
			<b>Night:</b> Dark unlit fields can be found in the foreground. The level landscape rises up to Michaelston-Y-Fedw with linear lighting corridors of the M4 and A48 clearly visible. Dispersed pockets of light can be seen coming from residential properties along the A48. A bright glow in the night's sky can be seen coming from Cardiff to the west.				
			<b>Construction:</b> The proposed Castleton East Compound and Storage area will be hidden from view by the mature belts of vegetation along the eastern field boundary of the view. Lighting associated with the construction area for the new motorway at the Castleton Junction, would be clearly visible on the raised ground to the north, this would be transitory depending on the construction	Moderate adverse	Moderate adverse		



Viewpoint	Sensitivity	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
			phase with some glare from moving vehicle headlights in areas where existing vegetation belts have been removed, albeit from a distance.				
			<b>Year 1:</b> Lighting columns and moving traffic will become more evident with the removal of mature vegetation and the inclusion of new slip roads around the Castleton Junction.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> Views of lighting columns and moving traffic will be partially screened by new planting on road embankments.	Minor adverse			Slight adverse
13 Church Lane minor road on the edge of Marshfield village Located on the Castleton Circular Walk	High	Middle	<p>This viewpoint is located on Church Lane, on the eastern edge of Marshfield, at about 10m AOD, looking north-northwest towards the proposed new section of motorway. Marshfield is approximately 300-400m to the south and Castleton is about 450m to the northwest.</p> <p>The proposed new section of motorway is approximately 1km to the north-northwest where Water Treatment Area (WTA 1) is located on the edge of Castleton next to the A48. The earthworks to the westbound M4/M48 slip road are approximately 1.3km to the north-northwest and the new motorway embankments south of the existing A48 are approximately 1.6km to the north-northeast.</p> <p>The landscape is gently rising and undulating, rural in character with an irregular pattern of small fields of semi improved grassland, bounded by low hedgerows, minor watercourses or taller linear belts of trees. Mature linear tree belts and small copses are features in this landscape, helping to blend the suburban edge with the wider landscape. The mature linear belt of trees along the right (east) of this view, screens the levels landscape and the higher ground of Castleton Ridge, neither of which are visible in this view.</p> <p>The view looks to the north-northeast, along the outer eastern edge of Marshfield, where several scattered dwellings and small farmsteads are visible. Buildings are 1 or 2 storeys, generally surrounded by hedges or taller belts of vegetation.</p> <p>Vertical elements in this view are mainly smaller scale telegraph poles with some middle distant views of masts, wind turbines and pylons.</p>				
			Construction: The existing linear vegetation belts will not be affected by the proposed new section of motorway and will therefore be retained, providing some screening for the lower levels of the proposed new section of motorway. The tall mature linear belt of vegetation to the right of the view, will be retained, thereby screening the proposed new section of motorway and its construction works, meaning there will be little or no change to the existing view.	Negligible adverse	Slight adverse		
			<b>Year 1:</b> As described for the construction phase. Existing linear belts of vegetation will screen any views from this viewpoint meaning there will be no perceptible change to the view.	No change		Neutral	
			<b>Year 15:</b> As described for Year 1.				
			<b>Night:</b> The foreground is lit by an orange street light on Church Lane revealing scrub grassland. Several residential properties with lights on can be seen between Church Lane and the proposed new section of motorway. A faint corridor of lights from the M4 can be seen through existing vegetation.	No change			Neutral

Viewpoint	Sensitivity	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
			<b>Construction:</b> Existing linear belts of vegetation screen much of the view of the proposed new section of motorway. Glimpses of headlights from construction traffic and lighting may be viewed from here but would be no different to the lighting experienced from the existing M4 traffic. No compound lighting would be visible from this viewpoint.	Negligible adverse	Slight adverse		
			<b>Year 1:</b> Existing vegetation along with the heavy stock planting introduced on the boundary of the proposed new section of motorway will partially screen any views from this viewpoint.	Negligible adverse		Slight adverse	
			<b>Year 15:</b> Heavy stock planting will have matured offering further screening.	No change			Neutral
14 PROW located nr. Tynmawr Farm Located on the Castleton Circular Walk	High	Middle	<p>This viewpoint is located at about 5m AOD, on Ty Mawr Lane, approximately 350m north of Ty Mawr Farm. The proposed new section of motorway is approximately 1.3km from this viewpoint over an arc from the cottages south of the existing A48 to Coedkernew. The Water Treatment Areas, WTA1 and WTA2 are approximately 1.5km to the northwest and 1.2km to the north-northeast respectively.</p> <p>The landscape is rural, on the edge of the Wentlooge Levels, in the transition zone between the low lying levels landscape and the gently rising and undulating ground on the north and eastern edges of Marshfield and Castleton. There is a regular field pattern of medium sized fields, predominantly semi improved grazing, with wide reens lining the roadside and ditches with linear tree and shrub belts defining the field boundaries.</p> <p>The view is open, bounded to the north by the wooded slopes of the rising ground of Castleton Ridge, to the northwest by the tree belts on the edge of Marshfield and to the northeast by the lower tree and shrub belts lining the reens and ditches on the levels.</p> <p>There are glimpses between the trees, of buildings on the edge of Marshfield and along the Castleton Ridge. Masts and wind turbines are visible on the skyline, and the pylons crossing the levels are just visible to the far right (east) of the view, with the less intrusive telegraph poles following the line of Ty Mawr Lane.</p> <p>There are few detractors in this view, and those that are present are in the middle distance and not dominant features.</p>				
			<b>Construction:</b> Existing retained vegetation in the short distance will provide screening for views along the low lying land, however removal of mature vegetation along the Castleton Ridge for the extensive cutting slopes will create a noticeable change in the view. This will be due to the strong contrast between the wooded slopes and the exposed bare earth of the cuttings. In these areas, views of the traffic using the existing M4 will be opened up and these and views of the earthworks, plant and vehicular movements during construction will be noticeable, although the detail will not be clear due to the distance.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> Existing intervening vegetation in the short distance will continue to shield views over the lower lying land. Removal of the mature vegetation along	Moderate adverse		Moderate adverse	



Viewpoint	Sensitivity	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
			the Castleton Ridge will continue to be a noticeable change in the view, with moving traffic and vertical features such as gantries, signage and lighting being visible along the line of the carriageways of the new M4, the A48 and the M48. The mitigation planting will not be contributing to the landscape or screening at this time, and the structures of the new Castleton junction as well as the earthworks will be a noticeable component in the view. The embankments of the new carriageways, where they drop down to the levels will remain perceptible as an additional but intermittent, swathe of bare earth.				
			<b>Year 15:</b> By Year 15, the areas of new mitigation planting will be maturing and contributing to the screening of the road and integration of the earthworks with the surrounding landscape. Views of the moving traffic, gantries and signage will be only intermittently noticeable, although the lighting is likely to spill down the Castleton Ridge slopes and extend further towards the Levels than at present.	Minor adverse			Slight adverse
			<b>Night:</b> The level fields in the foreground are unlit and bounded by reens. The ground gradually rises up to A48 and M4. Individual lighting columns can be identified in a continuous linear corridor at two different heights along the roads. Moving traffic can be clearly seen on the A48 and M4. Lighting from residential properties is minimal. There is a bright glow in the sky coming from Cardiff to the west and Newport to the east.				
			<b>Construction:</b> Existing vegetation in the short distance will continue to provide screening of views across the low lying land. Removal of mature vegetation on the Castleton Ridge will open up views to construction works. During hours of darkness construction traffic lighting will be seen moving around the ridge but from this distance will not form a dominant feature in the view. Light glow from the Castleton East compound and storage area may be seen above existing mature vegetation, however, the proximity of the storage area to the Parc Golf course driving range lighting will reduce it to a negligible change. Construction lighting and moving traffic may be glimpsed through existing vegetation in the low lying length of the proposed new section of motorway. Light glow above existing vegetation from the main site compound located at Coedkernew will be seen from this viewpoint, however, the orientation of this lighting will blend into the lights on higher ground in Newport located further north east of the main compound.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> Lighting columns and moving traffic will become more evident with the removal of mature vegetation and the inclusion of new slip roads around the Castleton Junction.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> Views of lighting columns and moving traffic will be partially screened by new planting on road embankments.	Minor adverse			Slight adverse
16 Minor Road on Hawse Lane at the junction with Percoed Reen	Moderate	Short	This viewpoint is located at the junction of the Percoed Reen with Hawse Lane, Church Lane and Ty Mawr Lane at between 5-10m AOD. The proposed new section of motorway is located approximately 590m to the northeast, at its closest point, where it begins to gradually rise towards the more elevated and wooded ground of the Castleton Ridge. It is a largely rural, low lying landscape with a regular pattern of small – medium sized fields, bounded by low linear tree and shrub belts following the reens and ditches. The roads frequently have reens running parallel with them, with an accompanying distinctive line of scrub and reeds. The fields are a mix of wet grassland, grazing and arable, and the Parc Golf Course is located to				

Viewpoint	Sensitivity	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
			the northwest of the junction. Buildings on the Imperial Park Industrial Estate are just perceptible on the skyline above the line of the trees, approximately 850m to the north-northeast. Although there is a wide field of view with an open character, the distances are limited by the linear tree and shrub belts following the ditches and reens. As well as the industrial buildings, detractors in the views include the lines of overhead powerlines and pylons crossing the landscape above the linear tree and shrub belts.				
			<b>Construction:</b> Intervening linear belts of vegetation will obstruct views of the proposed new section of motorway from this viewpoint, however, glimpses of construction traffic, plant and groundworks will be visible between gaps and above the lower vegetation. Removal of vegetation for construction will not have a significant effect on this view, although intermittent glimpses of construction operations will create a change to the view.	Minor adverse	Slight adverse		
			<b>Year 1:</b> Vertical elements such as gantries and signage will be visible from this viewpoint along with glimpses of moving traffic and brief sections of embankment. Where the proposed motorway rises towards the Castleton Ridge it will become intermittently visible between and above the intervening belts of vegetation. Mitigation planting will not be contributing to the landscape or to screening at this stage and the elevated position of the proposed road and its intermittent visibility will create a perceptible change to the view.	Minor adverse		Slight adverse	
			<b>Year 15:</b> By Year 15, the existing intervening vegetation will continue to provide a low screen to the proposed new section of motorway in wider views, and the woodland blocks and linear belts of mitigation planting will be contributing to this screening and helping to integrate the earthworks with the surrounding landscape. By this time, there will be a barely perceptible change to the view.	Negligible			Slight adverse
			<b>Night:</b> A reen runs adjacent to the unlit Hawse Lane and beyond this are pastoral fields bounded by hedgerows. To the south the occasional train lights up mature hedgerows with intermittent trees lining the track. Vertical elements include silhouettes of pylons and a large white building from Imperial Park. In the distance lighting columns and moving traffic can be seen along the M4 and A48.				
			<b>Construction:</b> Intervening linear belts of vegetation will largely obstruct views of the proposed new section of motorway, however, glimpses of moving construction traffic headlights may be viewed through gaps in the vegetation with temporary lighting columns being higher than associated vegetation in places. Light glow will be seen above retained planting from lighting associated with the main site compound located at Coedkernew, however, the placement of the main compound in Coedkernew near the existing light glow from the industrial buildings will largely reduce the impact of additional lighting in the area. Distant glimpses of lighting from moving traffic during construction may be seen at the Castleton Junction.	Minor adverse	Slight adverse		
			<b>Year 1:</b> There will be distant views of the lighting scheme and moving traffic along the Castleton Junction.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Linear tree belts introduced along the embankments will offer partial screening to the proposed new section of motorway.	Negligible			Slight adverse

Viewpoint	Sensitivity	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
17 Minor Road, Hawse Lane by mainline railway	Moderate	Short	<p>This viewpoint is located on Hawse Lane, approximately 100m to the south of the main Cardiff – London rail line, at between 5-10m AOD.</p> <p>The proposed new section of motorway is about 900m to the north –northeast of this viewpoint</p> <p>This is a rural landscape, with a regular pattern of small and medium size fields of pasture and arable, bounded by belts of trees and shrubs following the reens and ditches. There are few blocks of trees or woodland and the views are open and panoramic, with the rising ground and hills visible towards the north. The low linear tree and shrub belt following the line of the railway is a strong horizontal feature in the foreground of this view, screening the flat landscape to the north but permitting views of the taller buildings and vertical structures above and between the vegetation. There are middle distance views to the wooded farmland along the Castleton Ridge area, approximately 2km to the northwest.</p> <p>Properties are thinly scattered in this area, and settlements are limited with Marshfield approximately 1.5km to the west and St Brides 1.2km to the southeast.</p> <p>Detracting elements within this view include the pale coloured buildings on the Imperial Park Industrial Estate, and the frequent overhead lines and pylons across the landscape.</p>				
			<p><b>Construction:</b> Intervening linear belts of vegetation will obstruct most views of the new section of motorway, however, glimpses of construction traffic, plant and groundworks will be visible between gaps and above the lower vegetation. Removal of vegetation for construction will not have a significant effect on this view, although some distant glimpses of construction operations will create a perceptible change to the view.</p>	Minor adverse	Slight adverse		
			<p><b>Year 1:</b> Vertical elements such as gantries and signage will be visible from this viewpoint along with glimpses of moving traffic and brief sections of embankment. Where the new section of motorway rises towards the Castleton Ridge in the middle distance, it will be intermittently visible between and above the intervening belts of vegetation.</p> <p>Mitigation planting will not be contributing to the landscape at this stage and the elevated position of the proposed road and its intermittent visibility will create a perceptible change to the view.</p>	Minor adverse		Slight adverse	
			<p><b>Year 15:</b> By Year 15, the existing intervening vegetation will continue to provide a low screen to the proposed new section of motorway in wider views, and the woodland blocks and linear belts of mitigation planting will be contributing to this screening and helping to integrate the earthworks with the surrounding landscape. By this time, there will be a barely perceptible change to the view.</p>	Minor adverse			Slight adverse
			<p><b>Night:</b> Adjacent to the unlit Hawse Lane is a reen, beyond this are pastoral fields bounded by hedgerows. To the north the train line is lined by mature hedgerows with intermittent trees which is illuminated by infrequent trains. Vertical elements include silhouettes of pylons and a large white building from Imperial Park. In the distance lighting columns and moving traffic can be seen along the M4 and A48.</p>				

Viewpoint	Sensitivity	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
			<b>Construction:</b> Linear belts of mature vegetation will obstruct the majority of the new section of motorway from view. Glimpses of moving traffic in areas where vegetation is thinner may be viewed with some temporary lighting columns along the levels section being visible. The main construction compound located at Coewdkernew may be noticeable as a faint light glow above existing mature vegetation, however, it's positioning amongst existing industrial land which has an orange glow at night and the distance would not form a perceptible change to the view.	Minor adverse	Slight adverse		
			<b>Year 1:</b> There will be distant views of the proposed new section of motorway lighting and moving traffic along the Castleton Junction.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Linear tree belts introduced along the embankments will offer partial screening to the proposed new section of motorway from this position.	Minor adverse			Slight adverse
20 Green Lane Minor Road	Moderate	Short	This viewpoint is located on a track off Green Lane (Pont Estyll Lane) at about 6m AOD. The view looks to the north and is approximately 350m south of the proposed new section of motorway at its closest point. Following the line of trees along Green Lane, Water Treatment Area (WTA4a) will be approximately 400m from the viewpoint. This is a rural landscape, with an irregular pattern of small to medium sized fields of pasture and arable. Fields are bounded by reens and ditches, with lines of trees and shrubs, largely willow, following them. Buildings on the Imperial Park Industrial Estate, are visible at the end of the tree line, about 1.5km to the northwest, their pale colour emphasising their presence against the darker hills behind, and in front of this, the main Cardiff – London rail line runs approximately 330m to the northeast of the viewpoint. The Green Lane bridge over the rail line is hidden in this view, behind the line of trees although a gantry is just perceptible in front of the industrial building and trees. Detracting features in this view in addition to the buildings on the industrial estate, include the overhead power lines and pylons.				
			<b>Construction:</b> Vegetation clearance will open up views and most construction operations including earthworks, vehicle and plant movement and storage areas on both the main carriageway and WTA4a, will be visible. The main carriageway will be on embankment along this section, the higher embankment of the rail line crossing being visible to the right of the view, between the tree belts along Green Lane, and the reducing embankment height towards the left of the view. The loss of vegetation is also likely to increase the visibility of the industrial buildings and pylons.	Major adverse	Large adverse		
			<b>Year 1:</b> The effects of the vegetation clearance due to construction will remain, and there will be clear views of the motorway embankments and WTA4a. The foreground vegetation along Green Lane will continue to break up the arc of view, but there will be glimpses of the higher embankment at the rail line crossing between the trees to the right of this view. Moving traffic along the main carriageway will be visible along with the vertical features such as gantries and signage, and these combined with the increase in visibility of other detracting features will create a noticeable change to the view.	Major adverse		Large adverse	



Viewpoint	Sensitivity	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
			<b>Year 15:</b> There is limited opportunity for mitigation planting to the left (northwest) of the view, although there will be small groups of trees in the WTA4a which will help to break up the view of the industrial building. The higher embankments approaching the rail line crossing to the right of the view, will provide greater mitigation opportunity and by Year 15, the linear tree and shrub belts along this section will be contributing to screening and integrating the earthworks with the landscape. The view will remain largely as Year 1, although there will be greater screening in parts of this view.	Moderate adverse			Moderate adverse
			<b>Night:</b> Dark unlit fields in the foreground are bounded by silhouettes of hedgerows with intermittent trees. A small part of the M4 is visible on the Castleton ridgeline to the north with moving traffic and lighting columns. An orange glow can be seen coming from Newport and Newport Docks. Silhouettes of pylons and overhead power lines can be seen in the night's sky.				
			<b>Construction:</b> Linear belts of vegetation lining the foreground open grassland field will be retained, however, vegetation clearance at the end of the view will allow views of lighting associated with construction traffic associated with the proposed new section of motorway and the construction of Water Treatment Area 4 (a&b). Construction lighting will be in close proximity to the receptor and would add a noticeable change to the existing view with headlights from moving traffic creating light glare and temporary lighting columns creating a light glow in the night sky. This particular viewpoint will not see a noticeable change in lighting impact from any of the site compounds due to retained vegetation belts.	Moderate adverse	Large adverse	Moderate adverse	
			<b>Year 1:</b> Only moving traffic along the proposed new section of motorway will be seen to the north east as there are no proposed lighting columns. Lighting columns will be visible at the elevated Castleton Junction.	Moderate adverse			
			<b>Year 15:</b> Linear belts of trees and shrubs will integrate with the surrounding landscape partially screening moving traffic and lighting columns along the proposed new section of motorway at Castleton Junction.	Minor adverse			Slight adverse
21 PROW behind Pennard Close, Pen-Car	High	Short	This viewpoint is located on the PROW to the south of Pennard Close at Pen-Car, looking to the southwest along the line of vegetation following the Percoed Reen. It is on level ground at approximately 5-10m AOD. The Imperial Park Industrial Estate at Coedkernew is approximately 800m to the west of this location, and the Electricity Sub-station is approximately 400m to the southwest. The main Cardiff – London rail line is approximately 400m to the southeast, at its closest to this viewpoint. The western tower of the River Usk Bridge is located approximately 3.3km to the east-northeast. The proposed new section of motorway is located approximately 340m to the south at its closest point, where it crosses the rail line, and the proposed Water Treatment Area (WTA 4b) is approximately 470m to the southwest. The Percoed Reen bridge, taking the re-aligned track over the new motorway, is approximately 650m to the southwest of the viewpoint. The landscape from the southwest of the viewpoint, through to the east, is a rural one with small and medium sized fields following a regular pattern to the southwest-south and a more irregular pattern to the south and east. The fields are bounded by drains, with linear tree and shrub belts following them and				

Viewpoint	Sensitivity	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
			breaking up the views across the levels. The overhead power lines and pylons are a dominant and detracting feature in the otherwise rural views. To the west-northwest are glimpses of the Imperial Park Industrial Estate and to the north-northeast are the residential areas of Duffryn / Tredegar Park. The residential development in Duffryn consists of a mix of 2-3 storey houses overlooking the Wentlooge Levels on the outer edges, although views from the lower floors are largely obstructed by the lines of mature vegetation following the line of the Percoed Reen.				
			<b>Construction:</b> Intervening mature vegetation following the Percoed Reen and associated ditches will obstructs most views of the proposed new section of motorway to the south and east in views from street level. However, residential properties are likely to have views from upper storeys to some parts of the proposed new section of motorway where intervening vegetation is lower or sparser. In these instances, there will be views of earthworks and plant movements. To the southwest, vegetation clearance for the WTA and alterations to the Percoed Reen track will open up the views and there will be clearer views of earthworks, plant movement and construction operations in connection with the Percoed Reen overbridge. There may be oblique views from some properties, depending on their orientation, of the construction of the towers of the River Usk Bridge, but due to the angle and distance, little detail will be perceptible.	Major adverse	Large Adverse		
			<b>Year 1:</b> The existing intervening linear tree and shrub belts following the reens and ditches will screen most views from the street level and the lower storeys of the residential areas. The upper storeys will have intermittent views of the vertical highway features such as gantries, signage and lighting along with noise fencing along the northern edge of the motorway and taller moving traffic along the carriageway visible above this. These elements will be particularly noticeable where the motorway is raised over the main Cardiff-London railway. The embankments approaching the crossing will also to be visible between and above the level of the existing vegetation. There will also be views to the southwest towards the Percoed Reen over-bridge and the embankments of the Water Treatment Area (WTA4b). The towers of the River Usk Bridge will remain visible to properties orientated towards this direction.	Major adverse		Large adverse	
			<b>Year 15:</b> By Year 15, the mitigation planting on the new motorway and over-bridge embankments will be maturing and contributing to the landscape, and to screening in views from the nearby dwellings. Views of gantries, signage, noise fencing, lighting and taller moving traffic will remain where there is no screen planting proposed but will not be dominant features in these views. Views towards the WTA4b will remain, but the earthworks will be less intrusive as the vegetation will be established and able to blend more with the surrounding landscape. The towers of the River Usk Bridge will continue to be a distinct, but not dominant, feature to the east-northeast.	Moderate adverse			Moderate adverse
			<b>Night:</b> This area is faintly lit by light spilling out of the residential properties in close proximity. A thick silhouette of vegetation lines the PROW to the south. A bright glow coming from Cardiff lights up the night's sky outlining the nearby towering pylons and overhead cables.				



Viewpoint	Sensitivity	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
			<b>Construction:</b> Intervening mature vegetation following the Percoed Reen and associated ditches will obstruct most views of lighting associated with the construction works to the south and east in views from street level. However, residential properties are likely to have views from upper storeys of construction lights to some parts of the proposed new section of motorway where intervening vegetation is lower or sparser. These receptors would see temporary lighting columns and glimpse headlights from moving construction traffic. There will be a faint glow above the Duffryn West compound and storage area with a more noticeable glow above mature vegetation where the main site compound is located in the east. This lighting would intervene with and add to existing lighting associated with the Coedkernew industrial area.	Moderate adverse	Large adverse		
			<b>Year 1:</b> Views from 2 <sup>nd</sup> and 3 <sup>rd</sup> storey windows may have views of moving traffic along the mainline. The closest part of the mainline is unlit.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
22 Residential property, Fair Orchard Farm, on B4239, Lighthouse Road	High	Short	This viewpoint is approximately 75m to the south of Fair Orchard Farm, on the B4239 Lighthouse Road, looking northwest across the open grazing fields towards the proposed new section of motorway. It is a flat rural landscape with an irregular pattern of open, level fields bounded by the reens and ditches characteristic of the area, or by well-managed, low hedgerows with occasional hedgerow trees. Reens following the roads are frequently choked with reeds, and there are occasional woodland pockets and lines of trees and shrubs following the reens or forming shelterbelts. There are open views to the north and west, across the hedgerows towards the undulating higher ground to the north, with glimpses of the large pale coloured industrial buildings at the Imperial Park Industrial Estate at Coedkernew.				
			<b>Construction:</b> The main carriageway of the proposed new section of motorway will be approximately 200m to the north of this viewpoint, however the embankments of the re-aligned road approaching the new Lighthouse Road bridge will extend as far as the farm access in the foreground with the existing road forming the new farm access road. There will be loss of existing hedgerows lining the B4239, thereby opening up the view to the embankments of the new motorway and the realigned B4239. Vegetation removal, earthworks, plant and vehicular movements and other construction operations will be clearly visible from this viewpoint. The realigned B4239 and the Lighthouse Road overbridge will be new elements in close proximity to this viewpoint. The loss of vegetation will also open up views of the new main carriageway and embankments, permitting clear view of all construction operations along the new road. These will combine to make a significant change to the view.	Major adverse	Very large adverse		
			<b>Year 1:</b> The main carriageway of the proposed new section of motorway will be on embankments as it crosses this view, thereby increasing its visibility in the landscape. In addition to this, the realigned B4239 and the Lighthouse Road overbridge will alter the view significantly from this viewpoint and from Fair Orchard Farm. New shrub planting along the embankments will not be contributing to the landscape at this stage, and the embankment slopes will be emphasise the line of the new and realigned roads. Moving traffic and vertical	Major adverse		Very large adverse	

Viewpoint	Sensitivity	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
			highway features such as gantries, signage and lighting will be evident across the view, causing a significant change to the view from a high sensitivity receptor.				
			<b>Year 15:</b> As for Year 1, although intermittent new shrub planting, hedgerows and linear belts of shrubs and trees will have matured sufficiently as to be visually softening the engineered profile of the embankment slopes and interrupting views of the traffic and vertical highway elements on the main carriageway, many of these features will remain evident from this viewpoint.	Major adverse			Very large adverse
			<b>Night:</b> The foreground of dark farmland is bounded by thick vegetation with intermittent trees. Some close residential farmland lights can be seen. A linear corridor of lighting columns can be seen along the M4. To the east there is a bright glow in the night's sky from Newport Docks. The power station at Newport Docks is visible with bright red lights on the chimney stack. Pylons and overhead powerlines can be seen as silhouettes against the backdrop of the night's sky.				
			<b>Construction:</b> The proximity of the construction works for the proposed new section of motorway (200m north) and the realigned B4239 and Lighthouse Road Overbridge works will see a noticeable change during night time hours as headlights from construction vehicles and temporary lighting above intermittent vegetation will be clearly visible. Light glow above the main site compound will also be visible above vegetation belts in the night sky from this vantage point although it will intervene with existing lighting associated with the industrial units around Coedkernew.	Major adverse	Very large adverse	Very large adverse	
			<b>Year 1:</b> Moving traffic along the mainline will become very apparent from this position. Lighting columns along the extents of the bridge over the Usk. The towers of the bridge will be lit and hazard beacons on the tips will be visible.	Major adverse			Very large adverse
			<b>Year 15:</b> The embankments will contain mitigation planting partially screening traffic along the mainline and the bridge over the Usk.	Major adverse			
23 PROW, Sirhowy Valley Walk	High	Short	<p>This viewpoint is located on the Sirhowy Valley Walk, on Heol Pont-y-Cwch, looking north across the Wentlooge Levels towards Newport. The proposed motorway embankments and main carriageway will be approximately 100m to the southeast of this viewpoint at its closest point, and the River Usk Bridge towers approximately 1.8km to the northeast.</p> <p>This is a rural landscape, with open expansive views and a wide sky, giving clear, level, unobstructed views across the landscape. There is an irregular pattern of small – medium sized fields, bounded by reens with lines of shrubs, reeds and small trees following the reens, or low, managed mature hedgerows. Farming is predominantly livestock grazing, with occasional arable.</p> <p>Vertical elements in the view are visible over long distances with pylons, wind turbines and cranes being evident, particularly towards the northeast-southeast in the direction of the Docks.</p> <p>Buildings along the dockside in the Newport Docks area are visible across the River Ebbw beyond the vegetation along the eastern bank of the river and along the reens in the foreground. The Newport Landfill site is also clearly visible, approximately 500m from this viewpoint, blocking views towards</p>				

Viewpoint	Sensitivity	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
			Newport City Centre although there are glimpses of the suburban sprawl of Newport further to the north on the more elevated land. Views to the north include wet grassland and patches of scrubland and hedgerows in the foreground, and glimpses of the Welsh Hills in the far distance.				
			<b>Construction:</b> Views to the north will be affected by construction activities from the proposed Dairy Farm overbridge. This viewpoint will see clear views of the new bridge construction as well as earthworks for embankments. Clear views of the construction operations to the northeast, including earthworks, plant and vehicular movement, and for the construction of the River Usk Bridge will be seen. There will be additional large vertical construction elements such as cranes and other construction plant for the River Usk Bridge, plus storage and compounds. There will be a significant change to the rural view.	Major adverse	Very large adverse		
			<b>Year 1:</b> To the northeast, there will be clear views of the new Dairy Farm overbridge and the main carriageway embankments, and vertical highway features such as gantries, signage and lighting. The new Dairy Farm overbridge will be a dominant feature in the view with new embankments and bridge being a new feature in a flat landscape. The River Usk Bridge including the approach ramps crossing the River Ebbw, the towers and the bridge deck crossing over the Docks, will be a major feature in the view, with the addition of both horizontal and vertical elements in the form of the bridge deck and bridge towers respectively. Moving traffic will be clearly visible along the main carriageway and the bridge over the River Ebbw and South Dock Area. There will be a significant change in the view where the open views are interrupted by the embankments and where the towers to the River Usk Bridge project against the open skyline.	Major adverse		Very large adverse	
			<b>Year 15:</b> As for Year 1	Major adverse			Very large adverse
			<b>Night:</b> The unlit flat terrain offers expansive views in all directions. Bright lights from Newport Docks can be seen illuminating the night's sky to the east. To the north residential lights radiate from Duffryn. The Wentlooge Levels are predominantly dark with small pockets of residential lights coming from neighbouring farmlands. Numerous silhouettes of vertical elements can be detected including pylons, overhead power cables, cranes and chimney stacks.				
			<b>Construction:</b> Lighting from construction works associated with the construction of the New Dairy Farm overbridge will be visible in the view with headlights from construction traffic providing direct glare to receptors and low level lighting creating a sky glow in landscape which is not currently lit. Further areas of the proposed new motorway alignment and construction traffic and lighting will be visible in the north. North east will also have additional lighting glow from construction lights on the Docks Junction. Further sky glow will be seen above the River Ebbw West and New Dairy Farm Overbridge compound. Lights on high cranes will also be visible to this low lying landscape.	Major adverse	Very large adverse		
			<b>Year 1:</b> There will be clear views of the New Dairy Farm overbridge in very close proximity with bare embankments exposed in green surroundings and a new built feature in the landscape. Clear views of the mainline with individual	Major adverse		Very large adverse	

Viewpoint	Sensitivity	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
			lighting columns, gantry signs and moving traffic all being visible. The full extents of the River Usk Bridge including the lighting of the towers and the red flashing warning beacons will be prominent elements to this rural view.				
			<b>Year 15:</b> As for Year 1	Major adverse			Very large adverse
24 ** PROW, Sirhowy Valley Walk	High	Short	This viewpoint is located at about 5m AOD on the Sirhowy Valley Walk, approximately 500m to the south of the proposed new section of motorway where it crosses the River Ebbw. The view is an expansive 360° view looking across the Wentlooge Levels adjacent to the Newport South Docks where the River Ebbw meanders to meet the Severn Estuary. It is a rural landscape with open expansive views and a wide sky, giving clear, level, unobstructed views across the landscape. There is an irregular pattern of small – medium sized fields, bounded by reens with lines of shrubs and small trees following the reens, or managed mature hedgerows with occasional trees. Farming is predominantly livestock grazing, with occasional arable. Vertical elements in the view are visible over long distances with pylons, wind turbines and cranes being evident, particularly towards the northeast-southeast in the direction of the Docks. Buildings along the dockside in the Newport Docks area are clearly visible across the River Ebbw between the lines of vegetation along the eastern bank of the river. The Newport Landfill site is also clearly visible from this viewpoint, blocking views towards Newport City Centre although there are views of the suburban sprawl of Newport further to the north on the more elevated land.				
			<b>Construction:</b> Clearance of existing vegetation along the line of the carriageway and embankments will open up views in this area temporarily, but the new embankments will then block the wider views to the north. There will be clear and relatively close views of all construction operations associated with the formation of the New Dairy Farm overbridge, including earthworks, plant and vehicular movement, construction of the River Usk Bridge will also be a dominant feature in the view. There will be additional large vertical construction elements such as cranes and other construction plant for the River Usk Bridge, plus storage and compounds. There will be a significant change to the rural view.	Major adverse	Very large adverse		
			<b>Year 1:</b> There will be clear views of the main carriageway embankments, and vertical highway features such as gantries, signage and lighting. Close proximity views of the New Dairy Farm overbridge and its embankments will be a dominant feature in the view, mitigation planting will be of no screening purpose so early on in the operational phase. The River Usk Bridge including the approach ramps crossing the River Ebbw, the towers and the bridge deck crossing over the Docks, will be a major feature in the view, with the addition of both horizontal and vertical elements in the form of the bridge deck and bridge towers respectively. Moving traffic will be clearly visible along the main carriageway and the bridge over the River Ebbw and South Dock Area. There will be a significant change in the view.	Major adverse		Very large adverse	
			<b>Year 15:</b> As for Year 1, although the mitigation planting around the New Dairy Farm overbridge and along the embankment slopes will be maturing and able to contribute to the screening of the motorway, views of the embankments and	Major adverse			Very large adverse



Viewpoint	Sensitivity	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
			main carriageway will be intermittently screened, but moving traffic, gantries, signage and lighting will remain visible. The River Usk Bridge will remain a dominant feature in the view, and the existing open rural view will be interrupted by the line of the new embankments, particularly where they rise on approaching the bridge.				
			<b>Night:</b> The flat unlit terrain offers expansive views in all directions. Bright lights from Newport Docks can be seen illuminating the night's sky to the east. To the north residential lights radiate from Duffryn. The Wentlooge Levels are predominantly dark with small pockets of residential lights coming from farmlands. Numerous silhouettes of vertical elements can be detected including pylons, overhead power cables, cranes and chimney stacks.				
			<b>Construction:</b> The close proximity of the construction works associated with the New Dairy overbridge and its intended elevated position will mean that construction headlights and lighting from other equipment will be visible in the view during the hours of darkness. Temporary lighting here will create sky glow in a naturally dark landscape as will construction lighting around the Docks Junction and the River Usk Crossing. The River Ebbw West and New Dairy Farm Overbridge compound and the River Usk Viaduct and Bridge Site Compound will be visible during the construction phase adding additional sky glow to the area.	Major adverse	Very large adverse		
			<b>Year 1:</b> There will be clear views of the mainline with individual lighting columns, gantry signs and moving traffic all being visible. The full extents of the River Usk Bridge including the lighting of the towers and the red flashing warning beacons will be prominent elements to this rural view.	Major adverse		Very large adverse	
			<b>Year 15:</b> As for Year 1	Major			Very large adverse
25 Transporter Bridge, Newport	High	Short	This viewpoint is located at the Transporter Bridge to the north of the Newport Docks area, looking southeast along the River Usk towards Newport South Docks and the location of the proposed River Usk Bridge which will be at a distance of approximately 900m. It is on the northern edge of the Newport Docks area and the southern edge of the Mill Parade industrial area and residential areas of Pillgwenlly. It is an urban location, dominated by industry, docks and highways and the River Usk. There are barely perceptible views to the surrounding landscape, although there are glimpses of "green wedges" comprising linear tree and shrub shelterbelts or remnant "levels landscape" along the eastern bank of the river in front of and between the larger industrial buildings, including the Uskmouth Power Stations, approximately 2.5km to the southeast. There are a large number of vertical elements scattered throughout this view, including pylons, wind turbines, dockside cranes, power station chimneys and the silos along East Way Road at the Alexandra Docks. Views along the River Usk generally contain several bridge crossings of varying age and style, the Transporter Bridge itself being a distinctive historic feature in the city.				
			<b>Construction:</b> Construction operations for the River Usk Bridge and its associated elements will be seen spanning over the Newport Docks and the River Usk at a distance of approximately 900m. There are likely to be clear	Moderate adverse	Moderate adverse		

Viewpoint	Sensitivity	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
			view of construction operations particularly those associated with the construction of the new towers to the River Usk Bridge. Some detail will be lost due to distance but plant and vehicular movement will be evident. The new bridge will add not only more vertical elements due to the towers, but also an additional strong horizontal element in the form of the bridge deck and approach ramps carrying the new road. There is already a strong horizontal emphasis to the open view across the river and the flat nature of the landscape, together with a number of individual vertical elements, therefore these new features will not alter the balance of the features in the landscape.				
			<b>Year 1:</b> Views will be slightly less cluttered due to the removal of construction related plant and equipment, which will be replaced by the traffic movement across the bridge. There will be clear views of the high vertical towers and abutments where the River Usk Bridge spans across the Docks and the river. There will be a clearly perceptible change in the view.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> Same as Year 1.	Moderate adverse			Moderate adverse
			<b>Night:</b> Bright powerful lights light up the Transporter Bridge and are reflected in the water. Numerous industrial buildings light up the muddy grassy banks of the meandering River Usk. Some parts of the docks lie in ruins. The Power Station can be identified to the south with its bright red lights on the chimney stacks. A number of vertical elements can be detected including pylons, overhead power cables, wind turbines, cranes and chimney stacks.				
			<b>Construction:</b> During the construction phase there are likely to be uninterrupted views of construction activities requiring lighting associated with the Usk Bridge and both approaches. The existing skyline of the Newport Docks is illuminated and the construction works to be carried out will add to this already cluttered skyline increasing a slight variance to the sky glow. The River Usk Viaduct Compound located to the west of this position will add ambient light to produce background illumination during the hours of darkness.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> The full extents of the River Usk crossing will be visible. Lighting on the deck, the full length of the towers with red warning beacons on the top, both approaches to the bridge and moving traffic along the mainline will be evident.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> Same as Year 1.	Moderate adverse			Moderate adverse
26 ** PROW, Wales Coastal Path in Newport Wetlands Nature Reserve	High	Middle	This viewpoint is located on the Wales Coastal Path, looking to the north across the level marsh and wetland making up the Newport Wetlands Nature Reserve. The proposed new section of motorway is located to the west, north and east, in a wide arc across the entire view at a distance of approximately 2.5km from this viewpoint. The proposed River Usk Bridge will be approximately 2.5km to the north. The view is open and expansive with a corresponding large sky, and there are views to the hills to the north in excess of 10km distant. The vegetation is low, with very little in the way of taller shrubs or trees, to obstruct the long distance views north towards Newport. Linear belts of trees and shrubs are barely perceptible elements of this view. Dominant features in the landscape are the buildings and chimneys of the				



Viewpoint	Sensitivity	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
			Uskmouth Power Stations, the roofs of industrial units which follow the River Usk corridor and the large number of pylons. This view contains a number of detracting features, most particularly the pylons, chimneys and wind turbines which are scattered over a wide arc of view, and the more massive blocks of the buildings of the Uskmouth Power Stations in the middle distance. A positive feature and focal point along the Coast Path is the white lighthouse, the East Usk Lighthouse, to the west of the viewpoint.				
			<b>Construction:</b> From this position, elevated construction operations will be evident, particularly those for the construction of the towers for the River Usk Bridge, although any detail will not be perceptible due to the distance. This will add slightly to the cluttered skyline in front of the hills in the far distance. Tall cranes, and features such as moving plant will be evident from this distance during construction, however, as tall industrial features are already present in the view, additional ones will not create a significant change to the character of the view.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The towers of the River Usk Bridge will be visible in this view, in line with and behind the Uskmouth Power Stations. The road deck may just be visible where it is in an elevated position crossing the River Usk behind the Uskmouth Power Stations. The River Usk Bridge, although it will be seen as an additional feature in the view from a high sensitivity receptor, will not be out of character nor alter the overall balance of features within the existing view due to the presence of a number of existing detractors, eg pylons, wind turbines and power station chimneys.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			
			<b>Night:</b> White light from the nearby power station and Newport Docks illuminate the sky. The lighting from the power station creates silhouettes of pylons, overhead power lines, chimney stacks and nearby vegetation. This wetland vegetation in the foreground provides low level screening.				
			<b>Construction:</b> The existing wetland vegetation will offer low level screening. However during the construction phase taller vertical elements and elevated operations will be visible. The existing skyline of the Newport Docks is illuminated and the construction works to be carried out will add to this already cluttered skyline.	Minor adverse	Slight adverse		Slight adverse
			<b>Year 1:</b> The low vegetation and industrial buildings will screen views of the new mainline, gantries, signage and lighting, however, the piers of the River Usk bridge will be faintly lit and red warning beacons for aircrafts will be visible at the top of the towers.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1	Minor adverse			Slight adverse
30 PROW located south east of Uskmouth Power Stations	High	Middle	This viewpoint is located at Uskmouth, at the footpath to the south of the Uskmouth Power Station, looking north west across the lake and elevated access of the power station site. The proposed new section of motorway is located approximately 1.6km to the north-northeast at its closest point, with the				

Viewpoint	Sensitivity	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
			towers to the Usk Bridge being approximately 1.9km and 2km to the north-northeast and north-northwest respectively. The view is relatively enclosed towards the power station area, bordered by linear belts of trees and shrubs which are typical of the surrounding area. An artificial lake within the power station site is located in the foreground and the vegetation tends to be regularly managed and contains the views. There are a number of large industrial units in the area following the eastern bank of the River Usk, and a number of vertical elements within this zone are clearly visible on the skyline, such as chimneys, pylons, cranes and wind turbines all of which add to the industrial feel of the area.				
			<b>Construction:</b> Existing mature vegetation to be retained should obstruct the majority of views, however there will be glimpses of construction works to the proposed Usk Bridge above this where the vegetation is lower or less dense. Tall vertical elements introduced as part of the construction of the towers are likely to be seen adding new features to the view, although these will not be dominant due to the distance and the screening of the lower elements of the bridge. It will not be inconsistent with the character of the area due to the number of existing vertical features.	Minor adverse	Slight adverse		
			<b>Year 1:</b> Existing mature vegetation will prevent views of the proposed carriageways and much of the vertical highway features such as gantries, signage and lighting, however, the towers of the River Usk bridge will be visible from areas where vegetation is lower adding a further vertical element to the view.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1	Minor adverse			Slight adverse
			<b>Night:</b> White light from the nearby power station illuminates the sky. The lighting from the power station creates silhouettes of pylons, overhead power lines, chimney stacks and nearby vegetation. This vegetation in the foreground provides a lot of screening apart from the extremely tall vertical elements.				
			<b>Construction:</b> Existing vegetation and nearby power station will offer partial screening to the construction works. The most evident construction phase works will be the Usk Bridge and elevated works associated to the bridge. Additional lighting will be keeping in character of the already illuminated night's sky across the Newport Docks.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The vegetation will screen views of the new mainline, gantries, signage and lighting, however, the piers of the River Usk bridge will be faintly lit and red warning beacons for aircrafts will be visible at the top of the towers.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1	Minor adverse			Slight adverse
35 PROW by Hart Farm on Picked Lane nr. Pye Corner	High	Short	This viewpoint is located adjacent to Hart Farm, on Picked Lane at Pye Corner. It is on the Wales Coastal Path and National Cycle Route No 4, looking to the north, towards the proposed new section of motorway, which is approximately 130m to the north. The area is a rural and level landscape made up of an irregular pattern of fields, bordered by mature hedgerows and pockets of mature broadleaved				

Viewpoint	Sensitivity	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
			trees. Approximately 450m to the north of Pye Corner, is the Leeway Industrial Estate and the Solutia Site is approximately 600m to the northwest. The location is enclosed by a small block of established mature vegetation to the north of Picked Lane along with vegetation along the boundaries to the south, both of which limit views for the properties. Common detracting features of the landscape are Pylons and the wind turbines at the Solutia Site, which are just visible above the vegetation.				
			<b>Construction:</b> Retained intervening vegetation should obstruct most views. Movement of construction traffic and the earth works is likely to be evident where vegetation is less dense, or above the areas of lower shrubs and trees. The construction of the towers of the Usk Bridge, approximately 1.2km to the west, will also be visible above and between the existing trees, to the left of the wind turbines in this view.	Minor adverse	Slight adverse		
			<b>Year 1:</b> Retained existing vegetation should continue to obstruct most views of the proposed new section of motorway. There will be intermittent views of moving traffic on the carriageways, along with the gantries and signage and parts of the embankments, particularly where these rise to the approaches to the Usk Bridge. The towers of the Usk Bridge will also be visible through the trees towards the west, causing a perceptible change in the view.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Mitigation planting in full leaf, introduced as part of the proposed new section of motorway, should provide screening and obstruct views to the main carriageway and embankments. Vertical elements such as gantries, signage and lighting, and the towers of the Usk Bridge, will be visible above the level of the trees and where the trees and shrubs are less dense. There will remain a perceptible change in the view, but this will be limited due to the presence of the existing detracting features.	Minor adverse			Slight adverse
			<b>Night:</b> The white glow of Newport Docks lights up the industrial edge showing wind turbines, pylons, overhead power lines, stacks and masts. A number of buildings within the docklands are lit by bright lights shining in this direction. The white glow of Newport Docks is reflected in the industrial smoke which lights up the night's sky. The lighting from the docks creates a dark silhouette of intermittent trees and vegetation in the nearby fields.				
			<b>Construction:</b> During the construction phase majority of views will be screened by existing vegetation. Construction traffic and earth works may create a slight variance in ambient lighting to the area. Lighting from the construction of the towers of the Usk Bridge will be evident adding to existing sky glow of the Newport Docks.	Minor adverse	Slight adverse		
			<b>Year 1:</b> From this location new lighting will be visible on the approach to the docks and the full extent of the River Usk crossing along with the towers and aircraft warning beacons. Vertical elements such as signage and barriers will be lit along with moving traffic along the mainline.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> From this position the proposed mitigation planting between Picked Lane and the new motorway will offer screening to Newport Docks. Lighting	Minor adverse			Slight adverse

Viewpoint	Sensitivity	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
			along the approach and the River Usk crossing will be partially screened.				
37 ** View from Nash Road north of junction with Broad St Common	Moderate	Short	This viewpoint is located on Nash Road approximately 130m to the north of its junction with Broad Street Common, looking west through the intermittent line of trees and shrubs alongside the road. The view looks to the same field as in Viewpoint 24 and shows the linear tree and shrub belts following the ditches bounding the field on its north-western and western boundaries. The small woodland block north of Picked Lane is on the far left of the view. The view shows a level and open landscape with established and relatively low linear belts of vegetation allowing views to a number of vertical features and detractors such as the wind turbines, pylons and overhead power lines, and stacks and masts of the industrial edge of Newport.				
			<b>Construction:</b> The viewpoint is within approximately 50m of the proposed motorway and will therefore be in full view of all construction operations with minimal opportunity for any visual screening.	Major adverse	Very large adverse		
			<b>Year 1:</b> At completion, from this location there will be clear views of the new motorway and the embankment along with all associated vertical elements such as barriers and signage. New mitigation planting will not provide any screening at this time due to the proximity of the new motorway. The existing Nash Road at this point will be stopped and will be diverted to a new overbridge approximately 300m to the northeast. The character of the view will be completely different with the new motorway embankment in the foreground being the dominating feature.	Major adverse		Very large adverse	
			<b>Year 15:</b> By this year, the mitigation planting proposed between Picked Lane and the new section of motorway will be maturing and providing a screen from this viewpoint. The character of the view will have changed from open field to enclosed woodland and motorway embankment, with these now being the dominating features.	Major adverse			Very large adverse
			<b>Night:</b> The initial foreground is faintly lit with orange lighting from Nash Road. The white glow of Newport Docks lights up the industrial edge showing wind turbines, pylons, overhead power lines, stacks and masts. A number of buildings within the docklands are lit by bright lights. The white glow of Newport Docks is reflected in the industrial smoke which lights up the sky. The lighting from the docks creates a dark silhouette of intermittent trees and vegetation in the nearby fields.				
			<b>Construction:</b> During the construction phase there will be uninterrupted views of the proposed new section of motorway. Low level lighting will be provided and directed at the most frequently used areas of work. This lighting will be a considerable variance in lighting to the current conditions.	Major adverse	Very large adverse		
			<b>Year 1:</b> Existing orange foreground lighting on Nash Road will remain. From this location new white lighting will be visible on the approach to the docks and the full extent of the River Usk crossing. Vertical elements such as signage and barriers will be lit along with moving traffic along the mainline.	Major adverse		Very large adverse	
			<b>Year 15:</b> From this position the proposed mitigation planting between Picked	Major adverse			Large adverse

Viewpoint	Sensitivity	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
			Lane and the new motorway will offer screening to Newport Docks. Lighting along the approach and the River Usk crossing will be partially screened.				
38 View from the junction of Nash Road with Broad Street Common	High	Short	This viewpoint is located at the junction of Nash Road with Broad Street Common, approximately 150m to the south of the point where the new section of motorway crosses the existing Nash Road. There is a depot of the Caldicot & Wentlooge Levels Internal Drainage Board and several residential properties at this junction and it is on the National Cycle Route No 4, which gives it a high sensitivity. Nash Road at this location is lined on both sides by trees and shrubs, providing an intermittent belt of vegetation screening the road from the wider landscape and giving it an enclosed character. The grass verges are regularly mown and these, the pedestrian and cycle paths, barriers and street lighting columns, give a more suburban feel to the location. Vertical elements and detractors in the view include the lighting columns, telegraph poles and road signs, but the larger scale detractors in the wider landscape, such as pylons, are screened from view by the vegetation alongside the road.				
			<b>Construction:</b> The proximity of the new section of motorway will mean that loss of vegetation will be evident in the view along Nash Road, interrupting its enclosed nature. This will open up a part of the view, allowing glimpses of construction operations such as tall plant movement and earthworks. Retention of as much existing vegetation as possible should help to minimise this.	Major adverse	Large adverse		
			<b>Year 1:</b> The viewpoint is approximately 150m from the location of the new section of motorway, however the existing intervening vegetation should continue to provide some degree of visual screening while the mitigation planting establishes and matures. The view currently “stopped” by existing trees and shrubs will be stopped by motorway embankment which will introduce an alien element in the view and altering it moderately, however the stopping up of Nash Road will remove the through traffic to the benefit of the properties.	Major adverse		Large adverse	
			<b>Year 15:</b> In the foreground, the view will be largely unchanged from Year 1, although the existing loose linear tree and shrub belts along Nash Road would have matured further. The mitigation planting in front of the motorway embankment stopping the view along the road will have established and matured, screening the embankment and all but the taller vertical elements of the motorway.	Major adverse			Large adverse
			<b>Night:</b> The initial foreground is lit with orange lighting from Nash Road. The white glow of Newport Docks is reflected in the industrial smoke which lights up the sky. The lighting from the docks creates a dark silhouette of intermittent trees and vegetation in the nearby fields.				
			<b>Construction:</b> Loss of vegetation will offer uninterrupted views of the proposed new section of motorway. Ambient light from construction traffic and works along the proposed new section of motorway will produce background illumination to this area.	Minor adverse	Large adverse		
			<b>Year 1:</b> Existing orange foreground lighting on Nash Road will remain. From	Minor adverse		Slight adverse	



Viewpoint	Sensitivity	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
			this location new lighting may be visible on the approach to the docks and part of the River Usk crossing. Vertical elements such as signage and barriers will be lit along with moving traffic along the mainline.				
			<b>Year 15:</b> From this position the proposed mitigation planting between Picked Lane and the new section of motorway will offer screening to Newport Docks. Lighting along the approach and the River Usk crossing will be partially screened.	Minor adverse			Slight adverse
39 View at the junction of Broad Street Common with Julian's Reen	Moderate	Short	This viewpoint is looking to the north, located at the junction of Broad Street Common with the track alongside Julian's Reen, leading to Tatton Farm, and is approximately 210m to the south of the proposed new section of motorway. To the west, the view is enclosed by existing blocks of trees along the track, whilst to the east, it is more open with fields bounded by reens, ditches and loose linear tree and shrub belts alongside the ditches. The view is rural with glimpses of pylons and overhead power lines above the trees, which, although they detract from the view, are not visually dominant or greatly intrusive.				
			<b>Construction:</b> Although this viewpoint is in relatively close proximity to the line of the new section of motorway, the existing blocks of woodland and linear tree and shrub belts should provide good visual screening for the majority of plant movements and site operations, with the exception of the use of tall plant e.g. cranes. Restrictions on construction land-take and retention of as much intervening vegetation as possible will aid this and ensure effective visual screening.	Minor adverse	Slight adverse		
			<b>Year 1:</b> From this viewpoint, the existing woodland blocks and linear tree and shrub belts along the reens should continue to provide good visual screening to the new section of motorway, with the exception of the taller vertical elements such as gantries and signage. Very little mitigation planting is proposed across the levels due to the existing landscape character and the restricted land-take, therefore screening will rely on retention of the off-site vegetation.	Minor adverse		Slight adverse	
			<b>Year 15:</b> No change anticipated other than that imposed by the cycle of vegetation, reen and ditch management. This will see the clearance of ditches and reens combined with the cutting back and regrowth of vegetation, therefore it is likely that the motorway will be alternatively "screened" and "exposed" as this cycle proceeds. Assuming full vegetation is present in Year 15, then the new motorway will be well screened by the overlapping linear tree and shrub belts, with possible glimpses of the taller vertical highway elements such as gantries and signage.	Minor adverse			Slight adverse
			<b>Night:</b> The initial foreground is dark as there are no street lights on Broad Street Common. There is a faint white glow over the tree tops coming from Newport Docks which is reflected in the industrial smoke lighting up the sky. The lighting from the docks creates a dark silhouette of intermittent trees and vegetation in the nearby fields.				
			<b>Construction:</b> Existing intervening woodland blocks and linear tree and shrub belts will offer partial screening to the proposed new section of motorway. Taller vertical elements and construction traffic may create a slight variance to lighting in the area.	Minor adverse	Slight adverse		

Viewpoint	Sensitivity	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
43 Broad Street Common at Little Common	High	Short	<b>Year 1:</b> Existing vegetation screens views west and east where the proposed lighting will be installed. There may be glimpse views of moving lights from traffic.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
			This viewpoint is located on Broad Street Common, looking to the north approximately 170m to the south of the new section of motorway. The proposed junction and link road to Queen's Way is approximately 170m to the north-northwest of this location and the electricity substation is approximately 300m to the east. The view is rural and the fields are less open, with linear tree belts following the lines of the reens and ditches and restricting views. The pylons and overhead powerlines are a strong presence and detractor in the view as they converge on the substation to the east. Although little mitigation planting is proposed across the levels due to the existing landscape character and the restricted land-take, the junction with the Queen's Way link road and slip roads will be on embankments and it is proposed to provide mitigation planting in the form of narrow linear belts of trees and shrubs along the embankment slopes.				
			<b>Construction:</b> Plant movements and earth moving are likely to be intermittently visible from this viewpoint, in between the remaining intervening vegetation along the ditches and reens. Restrictions on construction land-take and retention of as much offsite vegetation as possible will help to maintain a degree of visual screening in views from the road.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> The existing tree and shrub belts along the reens should continue to provide intermittent visual screening to the new motorway, although the embankment slopes and the taller vertical elements such as gantries and signage are likely to be evident through the vegetation as the mitigation planting will not have any effect on screening at this stage.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> The intervening offsite land may be subject to a cycle of vegetation, reen and ditch management which is likely to see the cyclic clearance of ditches and reens combined with the cutting back and regrowth of vegetation, therefore it is likely that the motorway will be alternatively "screened" and "exposed" as this cycle proceeds. Assuming full vegetation is present in Year 15 and the mitigation planting on the embankment slopes has established, then the new section of motorway, slip roads and junction will be screened by the overlapping linear tree and shrub belts and mitigation planting, with possible glimpses of the traffic and the taller vertical highway elements such as gantries and signage around the junction. The main carriageway itself will be screened from the wider landscape as it passes through the junction where the earthworks of the slip roads and junction will block the views.	Moderate adverse			Moderate adverse
			<b>Night:</b> A radiance of orange light can be seen coming from Tata Steel lighting up the sky. From this position the A4810 street lights can be faintly seen through the silhouettes of linear tree belts and mature vegetation. There is a bright glow coming from the Magor direction to the east and the Newport Docks				

Viewpoint	Sensitivity	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
			in the opposite direction to the west. Vertical elements including overhead power lines and pylons can be seen.				
			<b>Construction:</b> During the construction phase there are likely to be glimpse views of lighting from plant movement and works on raised areas which may create a variance in visual amenity during the hours of darkness.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> A double line of new lighting elements will be evident through the existing vegetation providing a wider corridor of white light. It is likely that moving traffic will be visible.	Moderate adverse		Moderate adverse	
			<b>Year 15:</b> Similar to year one as the intervening offsite land may be subject to a cycle of vegetation, reens and ditch management which is likely to see the cyclic clearance of ditches and reens combined with the cutting back and regrowth of vegetation, therefore it is likely that the motorway will be alternatively “screened” and “exposed” as this cycle proceeds.	Moderate adverse			Moderate adverse
44 Broad Street Common, north of the junction with Whitson Common Road.	Low	Short	This viewpoint is located on Broad Street Common, just south of the Electricity Substation, and approximately 200m north of the junction with Whitson Common Road. The view is looking north-northeast and the proposed new section of motorway is approximately 450m to the north. The view here is dominated by the Electricity Substation and the cluster of pylons and overhead lines surrounding it. The fields are enclosed by lines of trees following the reens and ditches, although Monk’s Ditch, running alongside Broad Street Common, has little woody vegetation along it, permitting clear views of the substation.				
			<b>Construction:</b> From this viewpoint, much of the construction operations should be screened by the substation and the belts of trees in front of it, although there will be glimpses of plant movements to the west of the substation where the construction of the higher earthworks to the slip road and junction embankments will be evident beyond the tree belts. Restrictions on construction land-take and retention of as much offsite vegetation as possible will help to maintain a degree of visual screening in views from the road both during construction and on completion.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The existing tree and shrub belts along the reens should continue to provide intermittent visual screening to the new section of motorway, although the slip road embankment slopes and the taller vertical elements such as gantries and signage are likely to be evident through the vegetation as the mitigation planting at the junction will not have any effect on screening at this stage.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15 and the mitigation planting on the slip road and junction embankment slopes has established, then the new motorway and slip roads to the junction will be screened by the overlapping linear tree and shrub belts and mitigation planting. There will be glimpses of the traffic and the taller vertical highway elements such as gantries and signage around the junction. The main carriageway itself will be screened from the wider landscape as it passes through the junction where the earthworks of the slip roads and junction will block the views.	Minor adverse			Slight adverse

Viewpoint	Sensitivity	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
			<b>Night:</b> The foreground is dark with silhouettes of mature vegetation and intermittent trees. A radiance of orange light lighting up the night's sky can be seen coming from Tata Steel. There is a bright glow coming from the Magor direction to the east and the Newport Docks in the opposite direction to the west. Vertical elements including overhead power lines and pylons can be seen connecting to the power station.				
			<b>Construction:</b> During the construction phase the proposed new section of motorway will be partially screened by the existing substation. On higher ground there are likely to be glimpse views of lighting from plant movement and works which may create a variance in visual amenity during the hours of darkness.	Moderate adverse	Slight adverse		
			<b>Year 1:</b> A double line of new lighting elements will be evident through the existing vegetation providing a wider corridor of white light. The power station will offer some partial screening however it is likely that moving traffic will be visible along the elevated junction.	Moderate adverse		Slight adverse	
			<b>Year 15:</b> Similar to year one as the intervening offsite land may be subject to a cycle of vegetation, ree and ditch management which is likely to see the cyclic clearance of ditches and reens combined with the cutting back and regrowth of vegetation, therefore it is likely that the motorway will be alternatively "screened" and "exposed" as this cycle proceeds.	Moderate adverse			Slight adverse
45 ** Whitson Court	High	Middle	This location is at Whitson Court on Whitson Common Road, approximately 1.1km to the south of the proposed new section of motorway. The view looks to the north west across open fields with low, well maintained hedgerows following the lines of the reens and ditches, and with occasional hedgerow trees. The view is expansive and open, with sight of the hills to the north of Newport and the existing M4 corridor. The lines of pylons are the main detractor in the otherwise rural view, and the wind turbines on the edge of the industrial area to the west are just visible on the skyline.				
			<b>Construction:</b> The low lying and flat land with relatively little screening vegetation allows a wide panoramic view. However, the taller vegetation to the north-north west of this location just below the skyline, should screen the majority of the construction operations. There are likely to be glimpses of plant movement during the construction of the earthworks to the junction and link to Queen's Way, but they will be a small component in the overall view. To the west, in the direction of the wind turbines, the construction of the River Usk Bridge will be visible above the horizon, but the detail will not be clear due to the distance (approximately 4km)	Minor adverse	Slight adverse		
			<b>Year 1:</b> The existing linear tree and shrub belts along the lines of the reens and ditches to the north-northwest should continue to provide visual screening for much of the new section of motorway, although the taller vertical elements such as gantries, signage and some traffic may be visible above the trees, particularly those at the junction and link to Queen's Way. At this stage, the mitigation planting along the embankment slopes will not contribute to screening and the River Usk Bridge will be clearly visible on the horizon to the west.	Minor adverse		Slight adverse	

Viewpoint	Sensitivity	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
			<b>Year 15:</b> By this time, the mitigation planting on the slip road and junction embankment slopes will have established and be contributing to the screening provided by the intervening offsite vegetation. There are likely to be glimpses of the signs and gantries on the Glan Llyn Junction and slip road, and the River Usk Bridge will be clearly visible to the west.	Minor adverse			Slight adverse
			<b>Night:</b> The fields in the foreground are dark and unlit. Lighting from nearby residential properties can be made evident. In the distance a faint outline of rising landform with lighting in residential properties is discernible. A white glow of light can be seen coming from Newport and Newport Docks. Red aircraft warning beacons can be seen flashing on top of the wind turbines to the west. The landscape is dissected by pylons and overhead powerlines.				
			<b>Construction:</b> During the construction phase there are likely to be glimpse views of lighting from plant movement and works which may create a variance in visual amenity during the hours of darkness. There will be distant views of lighting assisting the build of the River Usk Bridge.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> At the Glan Llyn Junction a double line of new lighting elements will be evident through the existing vegetation providing a wider corridor of light. It is likely that moving traffic will be visible going over the River Usk Bridge. The towers of the River Usk bridge will be faintly lit and red warning beacons for aircrafts will be visible at the top of the towers.	Moderate adverse		Slight adverse	
			<b>Year 15:</b> Scheme lighting will remain visible above new planting and along the extents of the River Usk crossing.	Moderate adverse			Slight adverse
48 Bowleaze Common	High	Short	This viewpoint is located at under 5m AOD, approximately 80m to the south of the proposed new section of motorway, in Bowleaze Common. The view looks north across Bowleaze Reen, which follows adjacent to the road, to the scrub to the east of the Electricity Sub-station. The landscape at this point is rural, with a pattern of medium sized regular shape fields to the south, mainly grazing with semi-improved grassland. Field boundaries are generally lines of trees and shrubs following the reens and ditches with the scrubland to the north following the boundary line of the previous steelworks. The view is enclosed by the line of taller scrub and trees along the boundary of the former steelworks, with only close, short distant views across the scrubland. The lines of pylons lead to and cluster around the sub-station, which is just visible above the tall scrub to the left (west) of this view. Detracting features in this view are the large pylons clustering around the sub-station, carrying power cables across the landscape. National Cycle Route 4 follows Bowleaze Common.				
			<b>Construction:</b> From this viewpoint, all construction works will be visible and the earthworks likely to be a clearly noticeable feature in the landscape. Vegetation clearance will remove most of the mature shrubs and trees to the right of the view, exposing the embankment earthworks and in the short distance, there will be glimpses of the new Glan Llyn Junction and slip roads, which will be elevated allowing the M4 Corridor to pass through the junction.	Major adverse	Very large adverse		



Viewpoint	Sensitivity	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
			<b>Year 1:</b> The existing linear tree and shrub belts along the reens and ditches will have been removed to make way for the construction of the new motorway and the Glan Llyn Junction. This will remove any possibility of visual screening for the motorway at this point. Taller vertical elements such as gantries, signage and lighting, particularly approaching the Glan Llyn junction and the link to A4810, will be highly visible, as will the slip roads to the elevated junction. At this stage, any mitigation planting along the embankments and around the junction slopes will not contribute to screening. Embankments with grass seeding are not likely to have become sufficiently established as to provide effective continuity with the adjacent grassland.	Major adverse		Very large adverse	
			<b>Year 15:</b> At Year 15, the mitigation planting on the slip road and junction embankment slopes will have established sufficiently to contribute to the partial screening of the main carriageway and sliproads. There will be glimpses of moving traffic, signs and gantries particularly on the Glan Llyn Junction.	Major adverse			Large adverse
			<b>Night:</b> The foreground is a silhouette of taller scrub and trees which formed the former steelworks boundary. Behind this scrub a white glow of light is coming from the steelworks and a chimney stack can be seen. Overhead power cables traverse the skyline.				
			<b>Construction:</b> Existing vegetation will be removed offering expansive short distance views of construction works along the proposed new section of motorway. Any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness.	Major adverse	Very large adverse		
			<b>Year 1:</b> The removal of the existing linear tree and shrub belt will result in the proposed new section of motorway being highly visible. Proposed lighting along the slip roads to the elevated junction will be evident. Lighting from moving traffic will also be visible.	Major adverse		Very large adverse	
			<b>Year 15:</b> The mitigation planting along the embankments will have been sufficiently established to partially screen the lights from moving traffic. The proposed new section of motorway lighting would remain visible above the new planting.	Major adverse			Moderate adverse
52 Tonew Kennels, Rush Wall road residential and commercial properties	High	Short	<p>This viewpoint is located at Tonew Kennels, below 5m AOD, and approximately 80m south of the proposed new section of motorway. It is a rural landscape within the levels, with intermittent open views through gaps in the vegetation. The field pattern is of regular medium-small size fields with field boundaries being a mix of managed hedgerows and lines of trees and shrubs following the ditches and reens that are a characteristic feature of the levels in this area.</p> <p>There is an existing line of vegetation along Rush Wall, providing a degree of screening for Tonew Kennels and the view from this location is through a gap in this vegetation, looking across fields towards the Distribution Centre on the Euro Park industrial estate and the A4810, approximately 350m to the north. There are glimpses of the higher ground to the north, in the distance, behind the Distribution Centre which dominates the short distant view.</p> <p>Detracting features in this landscape are the pylons, chimneys, large scale industrial buildings and the wind turbines. The pale coloured industrial building, although relatively close to the viewpoint, is seen more against the open sky</p>				

Viewpoint	Sensitivity	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
			and less against the darker backdrop of the distant hills, and is therefore less intrusive than in more distant views where it contrasts starkly with the darker hills behind it.				
			<b>Construction:</b> The proximity of the proposed new section of motorway will result in uninterrupted views of the construction works cutting across the field in the foreground of this view. Vegetation clearance will include loss of a high proportion of the strong linear belts lining the fields, thereby opening up wider views of the construction works to the north and northwest, particularly to where the new North Row overbridge and its associated embankments will be located as part of the diversion of North Row. Earthworks, construction plant and vehicular movements including construction of the water treatment area (WTA9) will also be visible from this location.	Major adverse	Very large adverse		
			<b>Year 1:</b> Severance and removal of the linear tree and shrub belts and hedgerows delineating the field boundaries, will open up the views. The embankments of the new motorway, plus the North Row Middle Road overbridge will become the dominating features and new focal points in the foreground of the view. Taller vertical elements such as signage, gantries and lighting will be clearly visible in the view. Mitigation planting on the new overbridge embankments and seeding along the motorway embankment slopes will have been implemented but will not be contributing to visual screening or landscape integration at this time.	Major adverse		Very large adverse	
			<b>Year 15:</b> Mitigation planting, particularly on the North Row Middle Road overbridge, and linear belts of shrubs and trees and hedgerows bounding the adjacent fields will have established and will be contributing to screening. The close proximity of the new motorway will mean that it will be a highly visible and dominant feature in the landscape, with features such as the moving traffic and the vertical highway elements, such as gantries and signage, will also serve to emphasise the proposed new section of motorway.	Major adverse			Very large adverse
			<b>Night:</b> The level fields in the foreground are faintly lit by the bright lights coming from the Distribution Centre building in Euro Park on the other side of the A4810. Lighting columns and moving traffic can be clearly seen on the A4810 giving off a white and yellow glow. There are silhouettes visible of boundary hedges and intermittent trees.				
			<b>Construction:</b> Existing vegetation will be removed offering expansive views of construction works along the proposed new section of motorway. North Row construction compound will produce close range illumination to this area.	Major adverse	Very large adverse		
			<b>Year 1:</b> Proposed marshland and wet grassland will offer little screening to the new mainline embankment which will become a dominant feature. Lighting from the Distribution Centre and A4810 will remain the same. The new mainline alignment will bring traffic lights closer to this position.	Major adverse		Very large adverse	
			<b>Year 15:</b> Same as Year 1.	Major adverse			Very large adverse
53 ** North Row and Cock Street	High	Short	This viewpoint is located below 5m AOD and approximately 100m to the northwest of the junction of North Row and Cock Street, looking to the north-				

Viewpoint	Sensitivity	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
Junction. Motorists & users of National Cycle Route 4			west. The proposed new section of motorway is approximately 900m to the north at its closest point. It is a rural landscape, low lying and flat with open views and a regular pattern of medium size fields, mainly pasture and semi-improved grassland with some arable. Fields are bounded by mainly regularly managed hedgerows with occasional hedgerow trees, or trees and shrubs following the lines of the reens and ditches. Trees tend to be limited to narrow shelterbelts around dwellings or groups of buildings. The field boundaries with the roads in this area tend to be hedgerows with reens adjacent to the roadside. Views are open across the levels, with a wide expansive sky and there are glimpses of the pale coloured industrial building where breaks in vegetation occur, which are highlighted against the darker rising ground in the distance. Detractors in the landscape include the frequent vertical elements such as the pylons and wind turbines. National Cycle Route 4 follows North Row.				
			<b>Construction:</b> Intervening vegetation along shelterbelts and field boundaries should provide visual screening of much of the construction works, including earthworks, plant and vehicle movements, storage and stockpiling, but there will be glimpses of these and the new motorway embankments which will be emphasised initially by the lack of vegetation. Construction operations at height may be visible above the existing hedgerows and tree lines.	Moderate adverse	Large adverse		
			<b>Year 1:</b> The existing lines of trees and shrubs along the reens and ditches will continue to provide visual screening for much of the new motorway, although the taller vertical elements such as gantries and signage may be visible above the trees. There will be relatively little mitigation planting along the embankments due to the open character of the landscape in this areas, but where this has been undertaken, it will not yet be contributing to screening. Grassland may be established on the embankments by this stage, which will reduce the contrast between the new earthworks and the surrounding grassland.	Moderate adverse		Large adverse	
			<b>Year 15:</b> Where there is mitigation planting, it will be established and contributing to screening the motorway, and the grassland on the embankment slopes will be “weathering in” and blending with the surrounding grassland. Glimpses of moving traffic and vertical highway elements such as gantries and signage will be visible particularly in winter months when the vegetation is leafless.	Moderate adverse			Large adverse
			<b>Night:</b> Level foreground with a silhouette of a continuous hedgerow. A yellow glow coming from Newport can be seen on the horizon illuminating the expansive sky. The silhouette of several pylons and overhead power lines can be seen. Two wind turbines can be seen with red aircraft warning beacons on top of them.				
			<b>Construction:</b> Existing vegetation will provide screening from direct construction light however ambient light from North Row construction compound and construction works along the proposed new section of motorway will produce background illumination to this area.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The existing lines of vegetation along the reens and ditches will continue to provide visual screening for much of the new section of motorway,	Minor adverse		Moderate adverse	

Viewpoint	Sensitivity	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
54 North Row and Cock Street Junction. Residential properties, motorists and users of National Cycle Route 4	High	Short	although the taller vertical elements such as gantries, signage and lighting may be visible above the treeline.				
			<b>Year 15:</b> There will be relatively little mitigation planting along the embankments due to the open character of the landscape in this area meaning the proposed new section of motorway will be similar to Year 1.	Minor adverse			Moderate adverse
			This view is located at the junction of North Row and Cock Street at below 5m AOD. The proposed new section of motorway is located approximately 1km to the north at its closest point. It is a rural landscape, level and open with a regular pattern of medium size fields, mainly pasture with occasional arable or semi-improved grassland. Boundaries are mainly regularly managed hedgerows with occasional hedgerow trees, or trees and shrubs following the lines of the reens and ditches. Trees tend to be limited to narrow shelterbelts around dwellings or groups of buildings. The field boundaries with the roads in this area tend to be hedgerows with reens adjacent to the roadside. Views are open across the levels, with a wide expansive sky and there are glimpses of the pale coloured industrial building where breaks in vegetation occur, which are highlighted against the darker rising ground in the distance. Detractors in the landscape include the frequent vertical elements such as the pylons and wind turbines. National Cycle Route follows North Row.				
			<b>Construction:</b> Intervening vegetation along shelterbelts and field boundaries should provide visual screening of much of the construction works, including earthworks, plant and vehicle movements, storage and stockpiling, but there will be glimpses of these and the new motorway embankments which will be emphasised initially by the lack of vegetation. Construction operations at height may be visible above the existing hedgerows and tree lines.	Moderate adverse	Large adverse		
			<b>Year 1:</b> The existing lines of trees and shrubs along the reens and ditches will continue to provide visual screening for much of the new section of motorway, although the taller vertical elements such as gantries, and signage may be visible above the trees. There will be relatively little mitigation planting along the embankments due to the open character of the landscape in this areas, but where this has been undertaken, it will not yet be contributing to screening. Grassland may be established on the embankments by this stage, which will reduce the contrast between the new earthworks and the surrounding grassland.	Moderate adverse		Large adverse	
			<b>Year 15:</b> Where there is mitigation planting, it will be established and contributing to screening the motorway, and the grassland on the embankment slopes will be “weathering in” and blending with the surrounding grassland. Glimpses of moving traffic and vertical highway elements such as gantries and signage, will be visible particularly in winter months when the vegetation is leafless.	Moderate adverse			Large adverse
			<b>Night:</b> The foreground is extremely dark. A linear silhouette of intermittent trees and mature hedgerows can be seen in front of a number of white buildings from Euro Park. A small corridor of lighting columns along the A4810 can be seen in front of the industrial buildings and behind the existing vegetation. The lights from Euro Industrial Park illuminate the night's sky. A				

Viewpoint	Sensitivity	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
			number of pylons and overhead power cables run horizontally across the landscape. A white glow of light is coming from the Brewery to the east. Moving blades of the wind turbines and flashing red warning beacons can be determined from this location.				
			<b>Construction:</b> Existing vegetation will provide screening from direct construction light however ambient light from North Row construction compound and construction works along the proposed new section of motorway will produce background illumination to this area.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The existing lines of vegetation along the reens and ditches will continue to provide visual screening for much of the new section of motorway, although the taller vertical elements such as gantries, signage and lighting may be visible above the treeline.	Minor adverse		Moderate adverse	
			<b>Year 15:</b> There will be relatively little mitigation planting along the embankments due to the open character of the landscape in this area meaning the proposed new section of motorway will be similar to Year 1.	Minor adverse			Moderate adverse
55 Appletree Nursery Residential	High	Short	Landscape character description and views similar to those in viewpoint 54.				
			<b>Construction:</b> As for viewpoint 54.	Moderate adverse	Large adverse		
			<b>Year 1:</b> As for viewpoint 54.	Moderate adverse		Large adverse	
			<b>Year 15:</b> As for viewpoint 54.	Moderate adverse			Large adverse
			<b>Night:</b> As for viewpoint 54.				
			<b>Construction:</b> As for viewpoint 54.	Minor adverse	Slight adverse		
			<b>Year 1:</b> As for viewpoint 54.	Minor adverse		Moderate adverse	
			<b>Year 15:</b> As for viewpoint 54.	Minor adverse			Moderate adverse
62 ** Blenheim Gardens, Magor Residential	High	Short	This viewpoint is located at the western end of Blenheim Gardens on the western edge of Magor, at approximately 20m AOD. The view looks to the northeast from the residential edge of Magor to the proposed new section of motorway, which is approximately 200m distant across the field. The landscape is gently undulating on slightly elevated ground, with the residential area to the east and the A4810 and its junction with the M4 at Junction 23a to the west and north respectively. There is a narrow buffer strip of mixed farmland with allotments, between the roads and the residential area. The fields are small-medium in scale, regular in shape with a mix of arable and grazing, with hedgerow boundaries. There is a linear tree and shrub belt between them and the A4810 which helps screen the road from the housing.				



Viewpoint	Sensitivity	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
			The housing comprises predominantly 2 storey dwellings, many with hedgerows bordering the fields adjacent to them. There are glimpsed views above the trees of the tall chimney at the Inbev UK site and of the roof of the Monmouthshire County Council offices at the M4 Junction 23a.				
			<b>Construction:</b> All intervening vegetation along the western field boundary with the A4810 will be removed due to the construction, which will be within the fields in the foreground of this view. This will open up views to the A4810 and its traffic and parts of the brewery site beyond this. The construction works will be in close proximity to the housing earthworks, plant and vehicle movements, haul roads, stockpiles and storage will be clearly visible, although the majority of the road construction itself is in cutting in this location.	Major adverse	Very large adverse		
			<b>Year 1:</b> At completion, from this viewpoint, there will be clear views of the new section of motorway to the left (south) of the view as it drops off embankment and runs into cutting. At this point the embankment along with all associated elements such as traffic, barriers, gantries, lighting and signage will be visible. New mitigation planting will not be sufficiently established to provide any screening of these elements. For most of the view however the new motorway will be in cutting and this will obscure all motorway elements although newly restored areas along the eastern edges of the foreground fields will remain as newly worked, bare earth. The A4810 and its traffic beyond the new motorway will remain visible beyond the cutting.	Major adverse		Very large adverse	
			<b>Year 15:</b> Assuming there is full vegetation by this year, the mitigation woodland planting on the embankments between the residential area and the new motorway should be sufficiently mature to be providing a good screen for the benefit of the dwellings. The character of the view will effectively be similar to that before construction, but the woodland, being closer to the dwellings, will result in a more enclosed feel.	minor adverse			Slight adverse
			<b>Night:</b> The foreground is lit by a mixture of low level urban lighting residential and street. Along the urban edge to the west are dark unlit open expansive fields. The fields are bounded by linear tree belts and thick vegetation. Bright lights from the Inbev Brewery illuminate the night's sky. A faint corridor of light which is partially screened by vegetation can be seen coming from the A4810				
			<b>Construction:</b> The removal of vegetation along the A4810 will increase the light spillage from the street and InBev Brewery. Any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness. To the north inward facing security lighting will be provided at the Magor construction compound on a 24 hours basis. Some features not previously lit in close proximity to Magor may increase the visual extent of urban areas with the commencement of works.	Major adverse	Very large adverse		
			<b>Year 1:</b> There will be clear unobstructed views of the mainline scheme to the left (south) of the view only - mitigation planting will have not yet provided a noticeable screen. Headlights of moving traffic along the motorway will be visible in this area. Street lights and headlights along the A4810 and lighting associated with the brewery will be more prominent due to vegetation removal during the construction phase.	Major adverse		Large adverse	
			<b>Year 15:</b> A thick woodland tree belt will screen all views of the proposed new	Minor adverse			Slight adverse

Viewpoint	Sensitivity	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
			section of motorway from this position. The location of this new tree belt will also reduce the level of lighting from Inbev Brewery.				
64 Whitewall Road near Lower Grange Cottage	High	Middle	This viewpoint is located at Whitewall Common, at about 5m AOD, looking to the north-west. The landscape is flat and open with expansive skies, giving distant views to the north towards the hills beyond Newport, Magor and the existing M4. The wooded Wilcrick Hill is also visible in the middle distance, approximately 2.8km to the northwest. It is a rural landscape with a mixed irregular pattern of small-medium sized fields mainly grazing with some arable, bounded by well managed hedgerows with occasional hedgerow trees. There is little woodland and tree belts are mainly associated with settlements and individual properties. Vegetation is low level, comprising either hedgerows or lines of scrub and willow following the reens and ditches which are a distinguishing feature in the levels landscape. Major detracting elements in this view are the lines of pylons crossing the levels in an east-west direction.				
			<b>Construction:</b> The distance of the proposed new section of motorway from this viewpoint, approximately 2km at the closest point, and the flat low lying nature of the landscape, will allow intervening vegetation to screen most of the construction works. Gaps in the intervening vegetation may permit glimpses of the works especially of moving construction. Taller elements of the construction may be visible above the vegetation, and the construction of the towers of the Usk Bridge will be evident approximately 10km to the west.	Minor adverse	Moderate adverse		
			<b>Year 1:</b> The intervening mature vegetation will continue to screen the proposed new section of motorway with the exception of the towers of the Usk Bridge, but as these will be a distinct but small element in the overall expansive view, they will not be a dominant feature. Planting implemented as mitigation will not be contributing to either the landscape or any screening at this point. Vertical highway elements such as gantries and signage may be visible above the existing vegetation, but due to distance they will not be a dominant feature.	Minor adverse		Moderate adverse	
			<b>Year 15:</b> By Year 15, the mitigation planting on the new M4 embankments and around key junctions will be maturing and contributing to the landscape and to screening of the new M4 from this viewpoint. The Usk Bridge will continue to be a distinct feature to the west, and some vertical highway elements will also remain as evident but not dominant elements.	Minor adverse			Slight adverse
			<b>Night:</b> In the foreground a continuous hedgerow lines Whitewall Road. Silhouettes of intermittent trees can be made out in the nearby dark fields. There is a yellow glow in the night's sky coming from the Newport direction. Bright lights can be seen coming from the Inbev Brewery. Residential lights can be seen rising up with the faint outline of the landscape to Magor. Vertical elements of pylons and overhead cables can be determined.				
			<b>Construction:</b> The natural topography of the foreground screens any views of the proposed new section of motorway. Any upward glow from construction phase lighting may create a slight variance in visual amenity during the hours of darkness.	Minor adverse	Slight adverse		
			<b>Year 1:</b> There are no lighting columns along the proposed mainline between Glan Llyn Junction and Junction 23 resulting in the existing intervening mature	Minor adverse		Slight adverse	

Viewpoint	Sensitivity	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
65 Whitewall Road nr. Magor Pill Farm	Moderate	Middle	vegetation continuing to screen moving traffic along the proposed new section of motorway.				
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
			View looking north-west from Whitewall Road near Magor Pill Farm. See viewpoint 64 description for landscape character of this area.				
			<b>Construction:</b> The distance of the proposed new section of motorway from this viewpoint, approximately 2km at the closest point, and the flat low lying nature of the landscape, will allow intervening vegetation to screen most of the construction works. Gaps in the intervening vegetation may permit glimpses of the works especially of moving construction. Taller elements of the construction may be visible above the vegetation, and the construction of the towers of the Usk Bridge will be evident approximately 10km to the west.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The intervening mature vegetation will continue to screen the proposed new section of motorway with the exception of the towers of the Usk Bridge, but as these will be a distinct but small element in the overall expansive view, they will not be a dominant feature. Planting implemented as mitigation will not be contributing to either the landscape or any screening at this point. Vertical highway elements such as gantries and signage may be visible above the existing vegetation, but due to distance they will not be a dominant feature.	Minor adverse		Slight adverse	
			<b>Year 15:</b> By Year 15, the mitigation planting on the new M4 embankments and around key junctions will be maturing and contributing to the landscape and to screening of the new M4 from this viewpoint. The Usk Bridge will continue to be a distinct feature to the west, and some vertical highway elements will also remain as evident but not dominant elements.	Minor adverse			Slight adverse
			<b>Night:</b> In the foreground a continuous hedgerow lines Whitewall Road. Silhouettes of intermittent trees can be made out in the nearby dark fields. There is a yellow glow in the night's sky coming from the Newport direction. Bright lights can be seen coming from the Inbev brewery. Residential lights can be seen rising up with the faint outline of the landscape to Magor. Vertical elements of pylons and overhead cables can be determined.				
			<b>Construction:</b> The natural topography of the foreground screens any views of the proposed new section of motorway. Any upward glow from construction phase lighting may create a slight variance in visual amenity during the hours of darkness.	Minor adverse	Slight adverse		
67 B4245 east of Magor	Moderate	Short	<b>Year 1:</b> There are no lighting columns along the proposed mainline between Glan Llyn Junction and Junction 23 resulting in the existing intervening mature vegetation continuing to screen moving traffic along the proposed new section of motorway.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
67 B4245 east of Magor	Moderate	Short	This viewpoint is located on the B4245, to the east of Magor, looking east and at approximately 10m AOD. This is a busy road, running between the				

Viewpoint	Sensitivity	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
			settlements of Magor and Rogiet. It is within a narrow band between the existing M4 to the north-east, the main Cardiff to London rail line to the south and the outer edge of Magor / Undy to the west. It is a mainly rural landscape, but is within the transition zone between rural and suburban character. The land is mainly flat but gently rising and undulating to the north and the M4/M48 junction. Land use is agricultural, within a mainly regular pattern of medium sized fields with a mix of arable and pasture, bounded by managed hedgerows, post and wire fences and lines of trees and shrubs. This view shows the linear vegetation on the embankments of the existing M4 corridor, running across and forming the edge of the view across the fields. To the left of the view (north of the B4245) is a mature hedgerow, screening the fields to the north.				
			<b>Construction:</b> The majority of the mature vegetation screening the existing M4 in this view, along with that to the north of the B4245, will be lost to either make way for the re-aligned slip roads of the M4/M48 Magor junction or for the realignment of the B4245 and its new junction with the M4. This will result in most construction activities, plant movement and earthworks, being clearly visible throughout the construction period with those associated with the proposed Magor Interchange Bridge being clearly visible above existing features of the view. Moving traffic on the existing M4 will also be visible. The construction of a water treatment area (WTA12) will also be a clearly visible feature adjacent to this viewpoint to the south west. Construction of embankments will be visible in the open field pattern.	Major adverse	Very Large adverse		
			<b>Year 1:</b> Vegetation removed as part of the construction works will have opened up the view and moving traffic will be a dominant feature. Planting implemented in mitigation will not be of sufficient maturity to contribute significantly to the landscape or to screening at this time. Gantries, signs and lighting of the junction and particularly the Magor Interchange Bridge will be noticeable elements in the view.	Major adverse		Very Large adverse	
			<b>Year 15:</b> Planting will be of sufficient maturity by Year 15 to be contributing to the landscape and providing screening to the new junction. This will provide connectivity with offsite vegetation and thereby helping to settle the new junction into its surroundings. Glimpses of the moving traffic will remain and the vertical elements such as gantries, signage, lighting and the Magor Interchange Bridge will also be intermittently visible through mitigation planting	Major adverse			Large adverse
			<b>Night:</b> The agricultural fields in the foreground are faintly lit by the lighting corridor from the M4. A linear hedgerow with intermittent trees on the B4245 screens junction 23 of the M4 to the north. The raised embankment to the M4 planted with vegetation is made visible by the bright orange lights coming from the M4. The vegetation on the embankment semi screens the smaller vehicles using the M4 however larger vehicles and individual lighting columns can be seen. The Severn Crossing Toll Booths can be seen to the east and give off a bright white light.				
			<b>Construction:</b> During construction planting will be cleared and replacement planting will not have matured by this stage. The light from the existing	Major adverse	Large adverse		

Viewpoint	Sensitivity	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
			motorway in close vicinity will become clearer by the vegetation clearance. Any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness. Some features not previously lit in close proximity to Undy may increase the visual extent of urban areas with the commencement of works.				
			<b>Year 1:</b> The proposed new section of motorway and the slip roads attached will have significantly changed the landscape from this position and mitigation planting will not have noticeably matured by this stage to alter this view. Proposed lighting columns and moving traffic will be visible along the M4.	Major adverse		Large adverse	
			<b>Year 15:</b> Proposed planting for the proposed new section of motorway may partially screen moving traffic and lighting columns.	Major adverse			Moderate adverse
68 Llanwern Golf Club	High	Middle	This viewpoint is located on a PRow at the Llanwern Golf Course at approximately 15m AOD. The view looks south across Llanwern Golf Course and the fields beyond, to the rail line and adjacent linear tree belt that divides the settlement of Llanwern from the TATA steelworks and commercial and retail developments to the south. The landscape is low lying but gently undulating, at the transition between rural, suburban and industrial areas, bounded by hedgerows and linear tree belts, and is a mix of manicured land, domestic gardens and meadows. Vertical elements within the landscape of this view are mainly the pylons which stretch across the landscape towards the substation at Nash Road and associated with the industrial steel works. There are occasional views of trains using the rail line from this location.				
			<b>Construction:</b> The existing mature vegetation will not be affected, therefore, as construction works related to the proposed new section of motorway are situated south of the steelworks, there will be no views of the proposed new section of motorway from this location.	No change	Neutral		
			<b>Year 1:</b> No views of the proposed new section of motorway from this viewpoint.	No change		Neutral	
			<b>Year 15:</b> No views of the proposed new section of motorway from this viewpoint.	No change			Neutral
			<b>Night:</b> The area of the golf course is predominantly dark with a few residential lights coming from Tennyson Avenue. Vegetation screens views to the south. The sky is lit to the south west by a glow of lights from Newport Docks and to the south east by TATA Steel. Pylons and overhead cables are visible against the backdrop of the bright sky.				
			<b>Construction:</b> From this distance the proposed new section of motorway will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> The part of the proposed new section of motorway that is closest to this location is unlit and cannot be seen.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral



Viewpoint	Sensitivity	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
69 Llanwern Church Yard	Moderate	Middle	<p>This viewpoint is located at the Church of St Mary at Llanwern, at about 10m AOD, looking across the fields to the south towards the rail line and adjacent belt of trees screening the site of the Llanwern steelworks approximately 1km distant.</p> <p>It is a rural landscape with a semi-regular pattern of medium sized fields, comprising predominantly pasture or meadow and bounded by maintained hedgerows and looser linear tree and shrub belts, along with irregular blocks of woodland on the slightly higher ground north of this location.</p> <p>To the west of this viewpoint at the A48, there is an abrupt transition from rural landscape to the urban edge of Newport, and to the southwest, from the Llanwern Golf Course to commercial and industrial use.</p> <p>The views are restricted, contained by the tree belts, with buildings and chimneys of the Llanwern Steel evident above the level of the trees. This containment enables the locality to retain a predominantly rural feel</p> <p>Other vertical elements in the landscape include pylons and floodlighting masts.</p>				
			<b>Construction:</b> No construction related works will be seen from this viewpoint.	No change	Neutral		
			<b>Year 1:</b> The proposed new section of motorway will not be visible in this view.	No change		Neutral	
			<b>Year 15:</b> The proposed new section of motorway will not be visible in this view.	No change			Neutral
			<b>Night:</b> Dark unlit fields bounded by hedgerows and intermittent trees can be found in the foreground. To the west the sky is lit by the urban lights of Newport and Newport Docks. Bright floodlights are coming from the industrial buildings of Llanwern Steel to the south. Pylons and overhead cables are vertical elements visible against the backdrop of the bright sky.				
			<b>Construction:</b> From this viewpoint the proposed new section of motorway will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> Buildings and vegetation screen any views of the proposed new section of motorway.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral
70 Coed Y Caerau	Moderate	Long	<p>This view is at an elevated position at Coed Y Caerau overlooking Llanbeder, Llanmartin and Llandevaud, and with clear views of Langstone</p> <p>The landscape falls away quite steeply in the foreground and then opens up to gently undulating hills with far reaching views across the levels and Severn Estuary beyond, with views as far as 20km. The landscape is rural with medium sized fields and a mix of arable and grazing land. Field boundaries are predominantly managed hedgerows with intermittent trees and frequent small woodland coppices. Residential properties are scattered evenly throughout the landscape.</p>				
			<b>Construction:</b> Some elements of the proposed new section of motorway may be discernible from this position on a clear day, such as exposed earthworks along the proposed new section of motorway corridor which may show up as a ribbon feature on the landscape. From this distance, this is unlikely to cause a clearly discernible change to the view. Construction of the river Usk Bridge	No change	Neutral		

Viewpoint	Sensitivity	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
			may also be evident, however it will simply add two more tall elements to the view in an area which already includes tall vertical features such as chimneys, pylons and wind turbines, all of which are common around the industrial/docks area of Newport. From the distance of this viewpoint, it is likely to be evident only in clear conditions.				
			<b>Year 1:</b> Mitigation planting and seeding will be implemented by this time, thereby reducing any perception of bare earth which may remain to highlight the road alignment. Traffic may be just perceptible from here, however, at this distance it is not likely to be of significance. The Usk Bridge towers may just be evident in clear conditions, providing a distant landmark.	No change		Neutral	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15, mitigation planting will have matured, providing screening at the junctions and around engineered structures and earthworks. Views of the proposed new section of motorway are likely to be largely screened and the vegetation will have settled the new road into the landscape. From this distance the road will not be a perceptible feature in the landscape. The towers of the Usk Bridge may just be visible on clear conditions, providing a distant landmark.	No change			Neutral
			<b>Night:</b> Dark fields can be found in the foreground falling away to a linear corridor of lights along the A48. Small pockets of residential light can be detected across the gently undulating landscape. The M4 can be seen as a linear corridor from west to east. Waltwood Hill partially screens TATA Steel with a bright orange glow coming from this area and filling the night's sky. Bright white lights from the Inbev Brewery and the red clock on the Hampton Hotel can be seen clearly coming from the south east. An urban glow of Newport and Newport Docks can be seen coming from the west. Beyond the Severn Estuary lights can be seen coming from Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> From this distance the proposed new section of motorway with the exception of the piers of the River Usk Bridge will be barely perceivable due to landform and intervening vegetation. The existing Magor Junction is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a slight variance in visual amenity during the hours of darkness.	Negligible adverse	Slight adverse		
			<b>Year 1:</b> From this distance there may be a slight increase in lights coming from the Magor Junction and on a clear day the towers of River Usk Bridge may be evident.	Negligible Adverse		Neutral	
			<b>Year 15:</b> Same as Year 1.	Negligible adverse			Neutral
71 Caerlicken Lane	Moderate	Middle	This view is from an elevated position, looking across an undulating rural landscape of mixed farmland made up of medium sized field. Fields are bordered by maintained hedgerows with intermittent trees. Pockets of native woodland are evident throughout and settlements tend to be small and scattered. There are far reaching views across the Severn Estuary from this viewpoint.				

Viewpoint	Sensitivity	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
			<b>Construction:</b> The distance of the proposed works from this viewpoint and the topography of the landscape mean that the detail of the construction operations will not be visible. There may be distant glimpses of some of the larger vertical elements in clear conditions, but these will not be clearly distinguishable features. The construction of the towers of the River Usk Bridge may be visible on a clear day to the right (west) of the view, forming a landmark, but not a major component in the overall panorama.	No change	Neutral		
			<b>Year 1:</b> In clear conditions, the towers of the River Usk Bridge may be visible to the right (west) of the view, forming a landmark, but not being a major component of the view. Very distant views of moving traffic and the larger vertical elements of the new road may also be evident but at this distance there will not be no change to the view.	No change		Neutral	
			<b>Year 15:</b> Comments as for Year 1, although mitigation planting will have matured at this time and will have helped to integrate the new section of motorway with the surrounding landscape.	No change			Neutral
			<b>Night:</b> Dark fields can be found in the foreground descending to a linear corridor of lights along the A48. Small pockets of residential light can be detected across the gently undulating landscape. The M4 can be seen as a linear corridor from west to east. Waltwood Hill partially screens TATA Steel with a bright orange glow coming from this area filling the night's sky. Bright white lights from the Inbev Brewery and the red clock on the Hampton Hotel can also be seen clearly coming from the south east. An urban glow of Newport and Newport Docks can be seen coming from the west. Beyond the Severn Estuary lights can be seen coming from Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> From this distance the proposed new section of motorway with the exception of the piers of the River Usk Bridge will be barely perceivable due to landform and intervening vegetation. The existing Magor Junction is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a slight variance in visual amenity during the hours of darkness.	Negligible adverse	Slight adverse		
			<b>Year 1:</b> From this distance there may be a slight increase in lights coming from the Magor Junction and on a clear day the towers of River Usk Bridge might be evident.	Negligible adverse		Neutral	
			<b>Year 15:</b> Same as Year 1.	Negligible adverse			Neutral
73 Llandevaud Langston – Penho circular walk PROW	High	Middle	This viewpoint is on a slightly elevated level plateau to the north of the existing M4 corridor, looking towards Pen-Coed Castle and overlooking the levels with far reaching views of the Severn Estuary and England in the distance. The landscape is made up of medium sized fields bordered by maintained hedgerows and linear belts of trees and shrubs. Land cover is predominantly grassland and grazed pasture. Residential properties are evenly spaced and tend to be secluded and screened by mature vegetation.				
			<b>Construction:</b> Due to the position of this view and the topography and vegetation there is no views of the proposed new section of motorway meaning	No change	Neutral		

Viewpoint	Sensitivity	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
			no construction works will be seen from this view.				
			<b>Year 1:</b> No views of the proposed new section of motorway from this viewpoint.	No change		Neutral	
			<b>Year 15:</b> As Year 1.	No change			Neutral
			<b>Night:</b> Dark unlit fields bounded by silhouettes of tree belts form the foreground. A solitary red light can be seen over the trees. Bright lights can be seen radiating from Avonmouth and Portishead.				
			<b>Construction:</b> From this position the proposed new section of motorway will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> No views of the proposed new section of motorway from this viewpoint.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral
75 ** Wilcrick Hill PROW	High	Short	This viewpoint is from the PROW at Wilcrick Hill Scheduled Ancient Monument (SAM) looking south, with views across the Caldicot Levels from this slightly elevated location. The landscape consists of a regular pattern of medium sized fields, dropping down onto the Caldicot levels. The landscape contains a large proportion of mature linear tree and shrub belts which hide views of industrial development and settlements such as Magor. Vertical elements visible in the landscape include pylons, telegraph poles, wind turbines and industrial chimneys.				
			<b>Construction:</b> Views will mostly be screened by intervening mature tree and shrub belts, although there may be glimpses of larger earthworks, and taller vertical elements and moving construction traffic required in construction, above existing vegetation.	Minor adverse	Slight adverse		
			<b>Year 1:</b> Views will mostly be screened by intervening mature tree and shrub belts, although there may be glimpses of taller vertical highway elements and moving traffic above existing vegetation.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15, mitigation planting will have matured, thereby screening the proposed new section of motorway further and reducing the opportunities for glimpsing moving traffic.	Negligible adverse			Slight adverse
			<b>Night:</b> The dark foreground is made up of fields bounded by hedgerows with intermittent trees. The fields are partially lit by the bright lights coming from the Inbev Brewery to the east. These white lights radiate in the night's sky. Orange lights can be seen coming from TATA Steel and other industrial buildings. Vertical elements include wind turbines with red hazard beacons, pylons and overhead power cables. The bright glow of Newport Docks can be seen coming from the west.				
			<b>Construction:</b> Existing intervening vegetation will offer partial screening to the proposed new section of motorway. Taller vertical elements and construction traffic may create a slight variance to lighting in the area. Some features not previously lit in close proximity to Magor may increase the visual extent of	Minor adverse	Slight adverse		

Viewpoint	Sensitivity	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
			urban areas with the commencement of works.				
			<b>Year 1:</b> Inbev Brewery will screen any new lighting elements to the east. Across the Caldicot Levels the proposed new section of motorway will be unlit leaving moving traffic as the only visible possibility on the mainline.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Mitigation planting will provide further screening reducing traffic to minor glimpses.	Negligible adverse			Slight adverse
76 Mynydd Alltir-Fach Channel View house	High	Long	This viewpoint at an elevated position, approximately 160m AOD, north of Parc Seymour and Llanvaches near Wentwood Reservoir, giving open and panoramic views across the landscape to the Severn Estuary in the distance and beyond to the coast of England. It is a rural landscape of undulating, rolling hillsides with an irregular pattern of medium sized agricultural fields. Higher slopes are wooded with smaller pockets of woodland evident within the field pattern throughout the view. Settlements are small scale, comprising small villages and properties, sparsely distributed throughout the landscape. Fields are bounded by maintained hedgerows with intermittent trees. Minor roads are steep, winding and narrow.				
			<b>Construction:</b> The distance of the viewpoint from the proposed new section of motorway, approximately 5km to the nearest point, means that much of the detail will be imperceptible. The towers of the River Usk Bridge will be approximately 12km to the right (southwest) of this viewpoint and any construction operations will be obscured by the wooded skyline to the right of the view.	No change	Neutral		
			<b>Year 1:</b> From this distance the proposed new section of motorway will not be a perceptible element in the view. The towers of the River Usk Bridge, at a distance of approximately 12km to the right (southwest) of this viewpoint, will be obscured by the wooded skyline to the right of the view.	No change		Neutral	
			<b>Year 15:</b> As Year 1.	No change			Neutral
			<b>Night:</b> From this elevated position there is a dark valley below with a scattering of residential housing. To the south a linear corridor of orange lights and moving traffic can be seen along the A48. Beyond the A48 Inbev Brewery can clearly be seen with bright white lights, two wind turbines topped with red lights can be seen close to TATA Steel with various other lights from this industrial area. A large glow from the Cardiff direction brightens the night's sky to the west. A cluster of lights can be seen beyond the River Severn coming from Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> From this distance the proposed new section of motorway will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> The proposed new section of motorway will not be perceptible or alter the current view.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral



Viewpoint	Sensitivity	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
77 Woodside Cottage Farm	High	Long	This viewpoint is at an elevated position to the west of Wentwood Reservoir, at approximately 175m AOD. The landscape here is of a similar character to that of Viewpoint 76, however this view is more open and clearer towards the Severn Estuary. The proposed new section of motorway is approximately 4.8km to the south of this viewpoint at its closest point, with the towers of the proposed Usk Bridge approximately 12.5km to the southwest. The lower slopes of the rising ground in the middle distance, are well wooded within the irregular pattern of medium sized fields. There are scattered small settlements, farmsteads and dwellings within the landscape.				
			<b>Construction:</b> The distance of the viewpoint from the proposed new section of motorway along with the screening from the landform and intervening vegetation will prevent views of any construction operations with the exception of the towers to the River Usk Bridge. These will be evident, however any detail will be imperceptible due to the distance and will be a minor element in the overall panorama, but adding interest and a landmark in the view.	No change	Neutral		
			<b>Year 1:</b> The proposed new section of motorway will be barely perceptible in the landscape from this location, due to the distance and the intervening landform and vegetation. The River Usk Bridge will be evident to the far right of the view, but any detail will be imperceptible due to the distance. The towers of the River Usk Bridge will be evident, but a minor element in the overall panorama, adding interest and a landmark in the view.	No change		Neutral	
			<b>Year 15:</b> As Year 1.	No change			Neutral
			<b>Night:</b> From this elevated position there is a dark valley below with a scattering of residential housing. To the south a linear corridor of orange lights and moving traffic can be seen along the A48. Beyond the A48 Inbev Brewery can clearly be seen with bright white lights, two wind turbines topped with red lights can be seen close to TATA Steel with various other lights from this industrial area. A large glow from the Cardiff direction brightens the night's sky to the west. A cluster of lights can be seen beyond the River Severn coming from Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> From this distance the proposed new section of motorway with the exception of the piers of the River Usk Bridge will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> The proposed new section of motorway will not be perceptible or alter the current view.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral
78 Went wood Reservoir	High	Long	This viewpoint is at an elevated position near Wentwood Reservoir at approximately 150m AOD. The landscape here is of a similar character to that in Viewpoints 77 and 76, with a similar degree of visibility of the proposed new section of motorway.				
			<b>Construction:</b> The distance of the viewpoint from the proposed new section of	No change	Neutral		

Viewpoint	Sensitivity	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
			motorway along with the screening from the landform and intervening vegetation will prevent views of any construction operations, including the towers to the River Usk Bridge.				
			<b>Year 1:</b> The towers of the River Usk Bridge will not be evident in this view as they will be hidden by the undulating hillside to the right (southwest) of the view. From this distance the proposed new section of motorway will not be perceptible in the landscape.	No change		Neutral	
			<b>Year 15:</b> As Year 1.	No change			Neutral
			<b>Night:</b> From this elevated position there is a dark valley below with a scattering of residential housing. To the south a linear corridor of orange lights and moving traffic can be seen along the A48. Beyond the A48 Inbev Brewery can clearly be seen with bright white lights, two wind turbines topped with red lights can be seen close to TATA Steel with various other lights from this industrial area. A large glow from the Cardiff direction brightens the night's sky to the west. A cluster of lights can be seen beyond the River Severn coming from Avonmouth, Portishead and Clevedon.				
			<b>Construction:</b> From this distance the proposed new section of motorway will not be perceivable due to landform and intervening vegetation.	No change	Neutral		
			<b>Year 1:</b> The proposed new section of motorway will not be perceptible or alter the current view.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral
79 PROW at Upper Grange	High	Short	This viewpoint is at the PROW at Upper Grange, approximately 570m to the north of the existing M4 and approximately 500m north of the proposed new section of motorway. The landform is gently undulating in a rural landscape, with predominantly pasture and some mixed farming. Fields are medium – large size, with hedgerow boundaries, and occasional stone walls and reens. There are scattered small woodland blocks and copses with larger areas of more continuous woodland and linear belts to the north and east. The view is open but not far reaching. To the southeast, the ground rises gently across the fields, with the hedgerow and hedgerow trees on the eastern boundary of the adjacent field curtailing the view. To the south is the linear belt of trees along the southern boundary of the nearby field, and to the southwest, visible above the trees around the Magor Services, is the Hampton (Hilton) Hotel on the M4 Junction 23A. To the right of the Hotel (southwest) is the distinctive wooded outline of the Scheduled Ancient Monument (SAM) at Wilcrick Hill. The existing M4 corridor is not visible from this location, with the exception of the glimpses of lighting above the trees, clustered around Junction 23A, evident just to the left (east) of the Hampton Hotel.				
			<b>Construction:</b> Due to the proximity of the works, there may be loss of some existing mature vegetation for construction of the proposed road and WTA11C, This may permit some views of earth moving operations, construction plant	Moderate adverse	Moderate adverse		

Viewpoint	Sensitivity	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
			movements and temporary haul roads, lighting, security fencing and storage, particularly in connection with the construction of the WTA11C. There will be some screening during this phase providing remaining vegetation to the north of the existing M4 is retained and protected.				
			<b>Year 1:</b> The proposed new section of motorway will be closer to this viewpoint, with some loss of existing linear woodland and hedgerows. The proposed WTA11C will be directly behind the woodland at the end of the hedgerow in the viewpoint, but with the retention of the woodland, views of this will be screened from this location. Even with the proximity of the proposed new section of motorway, the majority of the intervening hedgerows and tree belts in this view will not be affected by the proposed new section of motorway, thereby retaining the visual screening of the extended road corridor. Glimpses of lighting and occasional gantries and signs will remain. The new roads and junctions, including lighting, gantries, signs and traffic will not be visible from day 1, at this location. Screening from the existing vegetation will remain but there will be a limited contribution from any new planting.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15, the reclassified M4 and junction will be screened by the existing and maturing linear tree and shrub belts. There may be glimpses of the taller vertical highway elements such as gantries, signage and lighting in gaps in the vegetation to the southwest. The vegetation will be screening the engineering elements and new highway landscape will help blend in with the surrounding landscape.	Minor adverse			Slight adverse
			<b>Night:</b> Dark undulating fields can be found in the foreground. Majority of lights are coming from the south west which include Magor Services, Hampton Hotel and the brightest being Inbev Brewery. Dark vegetation of copices and Wilcrick Hill can be identified. M4 lighting columns can be seen as a linear corridor under Wilcrick Hill. To the west Newport illuminates the night's sky.				
			<b>Construction:</b> Existing vegetation will provide some screening however removal of vegetation and the extent of the works on raised embankments may result in light spillage during night time working. The existing motorway in this vicinity is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness. Inward facing security lighting will be provided at Knollbury Lane and St. Brides construction compounds on a 24 hour basis producing a small amount of sky glow.	Moderate adverse	Moderate adverse		
			<b>Year 1:</b> Intervening vegetation and tree belts will screen views of the proposed lighting scheme. Partial glimpse views may occur to the south west.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Intervening vegetation and tree belts will screen views of the proposed lighting scheme. Partial glimpse views may occur to the south west.	Minor adverse			Slight adverse
80 Rockfield Farm, The Elms, Undy	High	Short	The viewpoint is at Rockfield Farm on The Elms at Undy, approximately 200m to the south of the existing M4 and M48/M4 eastbound on-slip road. It is a mainly rural landscape on the edge of the settlements of Magor and Undy, with far reaching open views to the east - south across the low lying land				

Viewpoint	Sensitivity	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>of Caldicot Moor to the Severn Estuary and the English coast beyond, over 10km distant. Properties on the outer edge of Undy are visible to the south of The Elms. To the north, the land gently rises with woodland blocks following the low ridgelines and there are glimpses of the Welsh Hills beyond. The towers of the M4 Severn Bridge are a distinct landmark, approximately 7.7km to the east, and the lines of pylons and overhead power lines, along with the M4/M48 corridors are major detractors in the landscape.</p> <p>The Rockfield farm house itself is partially screened by the farm buildings to the north, and by an existing hedgerow to the north of the farm buildings. The profile of the hillside, with the farm located above the level of the motorway, also gives a degree of screening for the motorway at its closest point.</p> <p>There is a well maintained hedgerow to the eastern boundary to the property, onto the road and to the field on the other side of The Elms, allowing open views to the east across to Rogiet and to the towers of the M4 Severn Bridge. Sections of the existing M4/M48 junction are visible where it is on raised embankment and where the vegetation on the embankment slopes is sparse or low, there are views of the traffic, and of the motorway gantries, lighting and signs. The M48 becomes increasingly hidden behind the undulating landform at Rogiet, but the signs, lighting, gantries and traffic of the M4 remain intermittently visible for some distance.</p> <p>To the west, the land rises gently, undulating across small-medium scale fields bounded by well-maintained hedgerows. The existing M4 is evident for a short distance where it is on raised embankment, but as the landform gently rises it goes into a shallow cutting and becomes screened from the farm.</p>				
			<p><b>Construction:</b> Due to the proximity of the works, the loss of existing mature vegetation and the construction of additional slip roads and junctions, the earthworks and other construction operations will be visible from this viewpoint. This will include earth moving operations, construction of the Magor Interchange Bridge and construction plant movements, temporary haul roads, lighting, security fencing and storage. There will be some screening during this phase due to the remaining vegetation on the existing M4, but there will be significant impacts on the views and landscape resource.</p>	Major adverse	Very Large adverse		
			<p><b>Year 1:</b> The proximity of the M4 at the closest point will not alter significantly following construction of the new junction, however there will be the additional road to the north of the existing, along with new junctions and slip roads which will result in extensive earthworks and loss of vegetation.</p> <p>The new roads and junctions, including lighting, gantries, signs and traffic will be visible from day 1, although there will be a degree of screening from the remaining vegetation on the embankment slopes of the existing M4. Any mitigation proposals including new planting on the embankments will not be contributing to the landscape at this stage.</p>	Major adverse		Very Large adverse	
			<p><b>Year 15:</b> Assuming full vegetation is present in Year 15, then the J23 to J23A trunk road and link roads will be mostly screened by the existing and maturing linear tree and shrub belts on the embankments to the existing M4 and the new roads. These should also provide visual and physical links with offsite vegetation, helping to create a more cohesive landscape.</p> <p>There will be glimpses of the traffic and the taller vertical highway elements such as the Magor Interchange Bridge, gantries, signage and lighting, particularly in views to the east where additional lighting will be evident.</p>	Moderate adverse			Large adverse

Viewpoint	Sensitivity	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
			<b>Night:</b> The dark foreground is an undulating landform of fields bounded by continuous hedgerows. To the north and north east a linear corridor of white lights line the M4 to the toll booth. Moving traffic is clearly visible. Across the dark Caldicot Levels there are small pockets of residential lights and silhouettes of pylons. Beyond the Caldicot Levels hazard beacons can be seen flashing on the Severn Bridge Crossing and a cluster of lights at Avonmouth. A glow in the night's sky can be seen coming from Undy and Magor to the west.				
			<b>Construction:</b> During the construction phase planting will be cleared and replacement planting will not have matured by this stage. The light from the existing motorway in close vicinity will become clearer by the vegetation clearance. Any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness. Some features not previously lit in close proximity to Undy may increase the visual extent of urban areas with the commencement of works.	Major adverse	Large adverse		
			<b>Year 1:</b> The proximity of the M4 won't change however the addition of a new road to the north and slip road connecting to the B4245 will increase lighting and visibility of moving traffic to this area. Any mitigation proposals including new planting on the embankments will not be contributing to the landscape at this stage.	Major adverse		Moderate adverse	
			<b>Year 15:</b> Maturing vegetation will offer partial screening but lighting columns and moving traffic will be visible on the M4 and adjoining slip roads.	Moderate adverse			Moderate adverse
81 Bencroft Lane	Moderate	Short	This viewpoint is located at Bencroft Lane, to the north of the existing M48 / M4 junction. The proposed new section of motorway is approximately 100m to the south of this point, and will occupy a wide arc of view from east to west. Rogiet is located 1.4km to the east of this viewpoint and Magor is approximately 700m to the southwest beyond the motorway. To the south, Avonmouth on the coast of England is visible on the horizon, approximately 11km distant, with the Severn Estuary in the long distance. Caldicot Moor and Undy Common are in the middle distance, just visible between the Estuary and the motorway corridors. It is a mainly rural landscape on the gently undulating and rising ground north of the existing M4. The fields are mixed arable and pasture, with managed hedgerow field boundaries and woodland blocks. The view to the south is strongly influenced by the motorway corridors, with the lighting, signage including gantries, and traffic visible over a wide area. The edge of Magor to the south is on rising ground which prevents views of the motorway, but the profile of the housing is visible from this viewpoint.				
			<b>Construction:</b> Due to the proximity of the works, the loss of existing mature vegetation and the proposed roads and junctions being raised on embankments, the earthworks and other construction operations will be visible from this viewpoint particularly those associated with the Magor Interchange Bridge with elevated construction equipment. This will include all earth moving operations, construction plant movements and temporary haul roads, lighting, security fencing and storage. There will be little opportunity for mitigation during this phase and there will be significant impacts on the landscape and views at this location.	Major adverse	Very Large adverse		



Viewpoint	Sensitivity	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
			<b>Year 1:</b> The proximity of the proposed new section of motorway, coming closer to the viewpoint, and the loss of landscape features along the edge of the motorway will have a major impact on the landscape and views at this location. The new roads and junctions, including lighting, gantries, signs and traffic will be clearly visible from day 1. Mitigation proposals including new planting on the embankments will not be contributing to the landscape at this stage and impacts will be significant.	Major adverse		Very Large adverse	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15, the reclassified M4 and link roads will be mostly screened by the maturing linear tree and shrub belts on the embankments. These should also provide visual and physical links with offsite vegetation, helping to create a more cohesive landscape. There will be frequent glimpses of the traffic and the taller vertical highway elements such as gantries, signage and lighting. The nature of the view will be altered but the vegetation will be screening the engineering elements, and the highway landscaping will help blend the new highways in with the surrounding landscape.	Major adverse			Large adverse
			<b>Night:</b> Dark unlit fields bounded by hedgerows fill the foreground. A linear corridor of white lights can be found along the M4 along with moving traffic. The M4 lights spill onto close quarter vegetation revealing a thin buffer of planting. Residential lights can be detected to the south west of Undy and Magor. A white glow of light from Newport can be seen illuminating the night's sky. Beyond the Caldicot Levels to the south a small cluster of lights coming from Avonmouth can be seen.				
			<b>Construction:</b> Removal of vegetation and the extent of the works on raised embankments may result in light spillage during night time working. The existing motorway in this vicinity is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness.	Major adverse	Large adverse		
			<b>Year 1:</b> The introduction of a new road to the north of the M4 and the loss of vegetation will bring lighting closer to this position brightening the surrounding fields. Moving traffic along the M4 and M48 will be clearly evident.	Major adverse		Large adverse	
			<b>Year 15:</b> A linear tree and shrub belt will offer partial screening but many lighting columns and taller vehicles will still be clearly seen on the M48 more so than the M4.	Major adverse			Moderate adverse
84 ** St Michaels & All Saints Church, Llanfihangel	High	Short	This viewpoint is located adjacent to St Michaels & All Saints Church, at Court Farm, Llanfihangel, near Rogiet. The proposed new section of motorway will occupy a full 180 degree arc around this viewpoint, from the north through to the south, varying in distance from approximately 150m to the north on the M48, through to approximately 400m to the south along the existing M4. It is a rural area, with pasture divided by hedgerows, post and wire fences and occasional groups of trees. The settlement of Rogiet is approximately 400m to the east. The view is of gently undulating land at the junction of the relatively flat area to the south towards the existing M4, with the rising ground to the north towards the M48. The view to the west is curtailed by vegetation along the				

Viewpoint	Sensitivity	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
			embankments of the M48 – M4 link road and the rising ground to the M48. The viewpoint looks west, towards the M48 westbound link to the westbound M4. There are broken lines of trees following the motorways and the gantries, signs and lighting along the motorway corridors are clearly visible as detracting elements in the landscape. Between the trees, there are glimpses of traffic, particularly the HGVs, using the motorways. In addition to the extensive lighting along the motorways, the B4245 Caldicot Road is also well lit.				
			<b>Construction:</b> Due to the proximity of the works and the proposed roads and junctions being raised on embankments, the earthworks and other construction operations will be visible from this viewpoint. This will include all earth moving operations, construction plant movements and temporary haul roads, lighting, security fencing and storage. There will be little opportunity for mitigation during this phase and there will be significant impacts on the landscape at this location.	Major adverse	Very large adverse		
			<b>Year 1:</b> The proposed new section of motorway will be on raised embankments throughout most of the area, and therefore clearly visible from this viewpoint, across the entire arc of view. There is likely to be scope for mitigation in the form of replacement hedgerows and linear belts of trees and shrubs to replace those lost during construction. However these will be closer to the viewpoint thereby stopping and enclosing the view to a greater extent than existing. The new roads and junctions, including lighting, gantries, signs and traffic will be clearly visible from day 1. Mitigation proposals including new planting on the embankments will not be contributing to the landscape at this stage and, combined with the proximity and extent of the proposals, will have a significant impact.	Major adverse		Very large adverse	
			<b>Year 15:</b> Assuming full vegetation is present in Year 15, then the new motorway link roads will be mostly screened by the maturing linear tree and shrub belts on the embankments. These should also provide visual and physical links with offsite vegetation, helping to create a more cohesive landscape. There will be glimpses of the traffic and the taller vertical highway elements such as gantries and signage and lighting. Impacts will remain of a significant nature as although the vegetation will screen the engineering elements and help blend the highways in with the surrounding landscape, the character of the view has been significantly altered.	Major adverse			Large adverse
			<b>Night:</b> Dark fields with farm sheds occupy the foreground. Three separate linear lighting corridors of the M4 to the south, the B4245 to the north and M48 further north can be identified. The M4 with tall lighting columns projects a white light revealing thin vegetation buffer, gantry signs and moving traffic. The rural B4245 lights a linear buffer of vegetation which partially screens moving traffic. Moving traffic, lighting columns and gantry signs can be identified along the M48. There are isolated dwellings with lights along the B4245. A bright glow can be seen radiating in the night's sky coming from Newport.				
			<b>Construction:</b> During construction planting will have been cleared and replacement planting will not have noticeably matured by this stage. The existing motorway in this vicinity is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a variance in	Major adverse	Very large adverse		

Viewpoint	Sensitivity	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
			visual amenity during the hours of darkness.				
			<b>Year 1:</b> Lighting columns and moving traffic along the new roads and junctions will be clearly evident. Mitigation proposals including new planting on the embankments will not be contributing to the landscape at this stage and, combined with the proximity and extent of the proposals, will have a significant impact.	Major adverse		Very large adverse	
			<b>Year 15:</b> Maturing vegetation will offer partial screening to traffic but taller vertical elements of lighting columns and lorries will be visible.	Major adverse			Large adverse
87 Severn Way PRoW at Severn Beach	High	Distant	<p>This viewpoint is located on the Severn Way public coastal path at Severn Beach at under 10m AOD, north of Avonmouth and approximately 1km to the south of the existing M4 Severn Bridge. The proposed new section of motorway is approximately 10km to the west-northwest, at its closest point, with the Usk Bridge approximately 21km to the west.</p> <p>It is a wide, open, flat and panoramic view across the Severn Estuary with a correspondingly wide sky. The existing M4 Severn Bridge sweeps across the view to the north-northwest, and Portishead and the industrial area of Avonmouth are on the left of the view, to the southwest. The wind turbines at Chittening and Avonmouth are clearly visible, as are the chimney stacks of the Power Station and the pale buildings in the industrial area of Avonmouth. Houses in the foreground at Station Road and Riverside Park at Severn Beach are visible on the far right (north) of this view</p> <p>The close views are of the coastal strip and mudflats making up the Severn Estuary Ramsar Site / SSSI / SAC. In the middle distance is the deeper channel of the Estuary and in the long distance, the coast of Wales, with the hills beyond.</p> <p>The Welsh coast is low lying and there is little detail visible, however in clear conditions greater clarity will be evident, although details of individual features are unlikely to be distinguishable.</p>				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance, with the exception of the Usk Bridge which may just be perceptible as construction progresses, giving scale and interest in the view.	Negligible	Neutral		
			<b>Year 1:</b> The majority of the proposed new section of motorway will be at or just above existing ground level and views will have the backdrop of the higher ground to the west and northwest, in addition to which there will be a significant amount of intervening vegetation screening views. This will result in individual features being indistinguishable, with the possible exception of the Usk Bridge which may be evident in good conditions, eg clear and with the sun reflecting on the “towers”. In this case it will serve as a distant “landmark” adding scale and interest to the view, however, it will be a very small component in the overall panoramic view.	Negligible		Neutral	
			<b>Year 15:</b> No change from Year 1.	Negligible			Slight beneficial
			<b>Night:</b> Dark grassy mudflats can be found along Severn Beach. The Severn Bridge is a smooth arc of continuous white street lights as it crosses the river. Traffic is regular and moves at high speeds. Four large piers at the centre of the bridge have red lights on top of them. Along the Welsh shoreline a corridor				

Viewpoint	Sensitivity	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
			of lights can be seen. Dark hills rise up above the shoreline revealing sparse residential lighting. A cluster of lights can be seen at Magor and one bright light is distinctly noticeable. Lights filter out to the west of Newport before brightening again at Cardiff. A glow in the night's sky can be found over Newport and less so Cardiff.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible beneficial	Slight beneficial		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible beneficial		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible beneficial			Slight beneficial
88 Kingsweston House	High	Distant	This viewpoint is located at Kingsweston House on the undulating higher ground above Avonmouth, at Shirehampton, Bristol at approximately 60m AOD. The proposed new section of motorway is approximately 16km to the west-northwest and the proposed Usk Bridge is approximately 23km distant. Kingsweston House is a Grade 1 Listed Building in open parkland with dramatic panoramic views across Avonmouth and the Severn Estuary, to the Welsh coast. The existing M4 Severn Bridge is visible approximately 8-11km to the north-northwest and the coast of Wales is approximately 11km to the west-northwest. The close views are of wooded hillsides, contrasting with the middle distance views of the industrial areas of Avonmouth and the longer distance views of the Severn Estuary. There is little detail visible on the Welsh coast due to the distance, but in clear conditions there may be a slightly greater degree of clarity, although individual features are unlikely to be clearly distinguishable.				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance, with the possible exception of the Usk Bridge which may just be perceptible as construction progresses, giving interest to the view.	Negligible	Neutral		
			<b>Year 1:</b> Due to the distance, views of the proposed new section of motorway will be imperceptible with the possible exception of the Usk Bridge which may be distinguishable in good conditions, e.g. clear and with the sun reflecting on the "towers". In this case, it will serve as a distant "landmark", adding scale and interest to the view, but it will be a very small component in the overall panoramic view.	Negligible		Neutral	
			<b>Year 15:</b> No change from Year 1.	Negligible			Slight beneficia
			<b>Night:</b> The unlit grounds of Kingsweston House offer expansive views of Avonmouth and the Severn Estuary between silhouettes of thick vegetation. Avonmouth contains bright industrial style lighting along the shoreline of the River Severn which filters light on the Welsh Coast. The Severn Bridge can be				

Viewpoint	Sensitivity	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
			seen as a corridor of white light connecting both sides of the estuary. The Welsh Coast is lit by a thin strip of lights with larger clusters around Magor, Newport and Cardiff.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
89 Beach Hill, Portishead	High	Distant	This view is located in Portishead, at the top of Beach Hill Road at its junction with Nore Road at approximately 40m AOD. At its closest point, the proposed new section of motorway is approximately 11km to the north-northwest of this viewpoint with the proposed Usk Bridge approximately 16km to the northwest. The viewpoint is on an elevated position in a residential area next to allotments and close to playing fields and other informal open spaces, with hedgerows and groups of trees associated with the gardens of the properties. It is a wide panoramic view, a large proportion of which in the middle and long distance, is “seascape”, with the closer views being of properties along the seafront and hillsides of Portishead in the foreground. The coast of Wales is visible across the Estuary, approximately 8km to the west-northwest, and the existing M4 Severn Bridge is also just visible approximately 11km to the north. There is little detail visible on the Welsh coast due to the distance, but several larger features such as wind turbines and some of the larger industrial buildings at Newport are distinguishable. In clear conditions there will be slightly greater clarity, although detail of individual features will remain largely indistinguishable.				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance, with the possible exception of the Usk Bridge gradually emerging, which will provide interest in the view.	Negligible	Neutral		
			<b>Year 1:</b> The majority of the proposed new section of motorway will be at or just above existing ground level and , although at a distance similar to that of the existing M4 Severn Bridge, will be seen with the backdrop of the existing landform, and with intervening vegetation screening views. This will result in individual features of the proposed new section of motorway being indistinguishable, with the exception of the Usk Bridge which will be evident particularly in clear conditions, with the sun reflecting on the “towers”. This will, however provide a distant “landmark”, adding scale and interest to the view, although it will be a very small component in the overall panoramic view.	Negligible		Slight beneficial	
			<b>Year 15:</b> No change from Year 1.	Negligible			Slight beneficial
			<b>Night:</b> Nore Road street lights illuminate the foreground. The terrain descends				



Viewpoint	Sensitivity	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
			revealing residential lights and a strip of street lights along the esplanade. The dark expanse of the River Severn divides both coastal shorelines. The Severn Bridge to the north east is lit by a continuous corridor of white lights with red lights on the towers. The Welsh Coast is lit by a linear corridor of orange lights. Four bright lights can be identified as the Inbev Brewery. A few red warning beacons can be seen coming from Newport Docks and Tata Steel direction. A few scattered lights can be found along the hills in the backdrop. Above Newport a white glow can be seen in the night's sky. Intervening vegetation screens views west of Newport to Cardiff.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
90 Down Road, between Clevedon and Portishead	High	Distant	This viewpoint is located along the coastal stretch between Clevedon and Portishead. The proposed new section of motorway is approximately 12km to the northwest of this viewpoint, with the proposed Usk Bridge approximately 15km distant. The view is a panoramic "seascape" along Down Road, a minor road following the low but steep cliffs above Charlcombe Bay, between Walton Bay and Redcliff Bay. The foreground is rural, with pasture bounded by hedgerows and tree belts. Birches Park Homes at Walton Bay are on the clifftop to the left (southwest) of the view with houses on the outskirts of Redcliff Bay to the right (northeast). There are Public PRow's along this stretch of coastline, providing well used recreational routes. There are distant views across the Estuary, to the Welsh coast on the horizon, but due to the distance, there is little detail evident. Several larger features such as wind turbines and some of the larger industrial buildings at Newport are distinguishable. In clear conditions there will be slightly greater clarity, although detail of individual features will remain largely indistinguishable.				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance, with the possible exception of the Usk Bridge slowly emerging, which will provide interest in the view.	Negligible	Neutral		
			<b>Year 1:</b> The majority of the proposed new section of motorway will be at or just above existing ground level and will be seen with the backdrop of the existing distant elevated landform, and with existing intervening vegetation screening most views. This will result in individual features of the proposed new section of motorway being imperceptible, with the exception of the Usk Bridge which will be evident particularly in clear conditions, with the sun reflecting on the "towers". This will, however provide a "landmark", adding scale and interest to the view, although it will be a very small component in the overall panoramic.	Negligible		Slight beneficial	
			<b>Year 15:</b> No change from Year 1.	Negligible			Slight beneficial

Viewpoint	Sensitivity	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
			<b>Night:</b> Expansive views are offered across the dark River Severn from this elevated location on Down Road. A thin corridor of lights can be seen along the extent of the Welsh Coastline. Larger sprawling clusters of light can be identified as being Cardiff, Newport and to a lesser extent Magor. Scattered isolated lights can be seen on the hills in the backdrop.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
91 Elton Road, Clevedon	High	Distant	This view is located at Clevedon, on the seafront at Elton Road. The proposed new section of motorway is approximately 14km to the north of this viewpoint, at its closest point, with the Usk Bridge being approximately 16km to the northwest. The view is an expansive panoramic “seascape”, looking across the seafront and the Severn Estuary, with the Clevedon Bandstand and the town of Clevedon in the foreground at either side of the view. In between these points there are distant views of the Welsh coast on the horizon. There is little detail visible on the Welsh coast due to the distance, but several larger features such as wind turbines and some of the larger industrial buildings at Newport are distinguishable. In clear conditions there will be slightly greater clarity, although detail of individual features will remain largely indistinguishable.				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance, with the possible exception of the Usk Bridge gradually emerging which will provide interest in the view.	Negligible	Neutral		
			<b>Year 1:</b> The majority of the proposed new section of motorway will be at or just above existing ground level and will be seen with the backdrop of the existing landform, and with intervening vegetation screening views. This, along with the distance from the viewpoint, will result in individual features of the proposed new section of motorway being largely imperceptible, with the exception of the Usk Bridge which is likely to be evident particularly in clear conditions, with the sun reflecting on the “towers”. This will, however provide a “landmark”, adding scale and interest to the view, although it will be a very small component in the overall panoramic view.	Negligible		Slight beneficial	
			<b>Year 15:</b> No change from Year 1.	Negligible			Slight beneficial
			<b>Night:</b> Elton Road and coastal path lit by adjoining lighting columns. Clevedon Pier lit by faint pedestrian lighting to the east. The dark River Severn divides				

Viewpoint	Sensitivity	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
			the two coastlines. Cardiff and Newport can be identified as large clusters of light. A linear corridor of lights can be seen connecting Newport to Cardiff. The light around Newport is predominantly yellow with sparse red and white light being more concentrated and brighter. Scattered light can be seen rising north into the hills above Newport.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
92 Weston-super-Mare beach, UK	High	Distant	This location is at Weston Super Mare, on the Beach near Brean Down and at a distance of approximately 26km from the proposed new section of motorway, and approximately 27km from the proposed Usk Bridge. The view looks north-northwest across the Severn Estuary, with the town of Weston Super Mare immediately to the north – northeast. The view is an expansive, open, panoramic and flat “seascape” with the headland of Brean Down in the foreground to the left of the view and the town of Weston Super Mare to the right. Between these points there are distant views across the Severn Estuary of the Welsh coast on the horizon. Due to the distance, there is little detail evident on the Welsh coast, although in certain clear conditions, there may be some greater, albeit very slight, degree of clarity.				
			<b>Construction:</b> There will be no view of any construction activities or operations due to distance and to the intervening headland to the north. There will be no change to existing views.	No change	Neutral		
			<b>Year 1:</b> Views of the proposed new section of motorway will be hidden due to the intervening headland to the north, and there will therefore be “no change” to existing views as a result of the proposed new section of motorway.	No change		Neutral	
			<b>Year 15:</b> No change from Year 1.	No change			Neutral
			<b>Night:</b> A mixture of urban lighting can be seen coming from Weston Super Mare. A vast darkness covers the River Severn. Clusters of lights can be seen coming from Barry, Cardiff and Newport along the Welsh Coast. Two large masts with bright red lights located between Barry and Cardiff are visible. The centre of Cardiff contains the brightest light with light getting weaker as it stretches out. Along the Welsh coastline a thin corridor of light can be seen connecting Newport to Cardiff. Light around Newport is not as evident as Cardiff.				
			<b>Construction:</b> Views are hidden by intervening headland of the proposed new section of motorway.	No change	Neutral		

Viewpoint	Sensitivity	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
93. South Dock, Alexandra Dock, Newport	Low	Short	<b>Year 1:</b> Views of the proposed new section of motorway will be hidden due to the intervening headland to the north, and there will therefore be “no change” to existing views as a result of the proposed new section of motorway.	No change		Neutral	
			<b>Year 15:</b> Same as Year 1.	No change			Neutral
			This viewpoint is at the southern end of the Alexandra Dock, at under 10m AOD, looking north to the proposed new section of motorway. The location is within the Docks area, with the buildings, cranes and dockside developments clearly visible in the foreground and close distance. The town of Newport is visible in the middle distance, above the dockside buildings, with the hills and Brecon Beacons to the north in the distance.				
			<b>Construction:</b> There are likely to be clear and uninterrupted views of all construction activities and operations particularly those associated with the construction of the Usk Bridge, which will add focus and interest in the dockside views.	Major adverse	Moderate adverse		
			<b>Year 1:</b> The proposed new section of motorway, in the form of the Usk Bridge will be clearly visible, at less than 750m to the north of the viewpoint, spanning across the view and framed by the dock buildings. It will be the dominant feature in this view, with no opportunity for altering any impact. Views of the proposed new section of motorway particularly the Usk Bridge, will be clear and uninterrupted, providing a dramatic and unifying element across the docks.	Major adverse		Moderate adverse	
			<b>Year 15:</b> No change from Year 1.	Major adverse			Moderate adverse
			<b>Night:</b> This position on the docks is faintly lit by distant lighting columns. Numerous warehouses have a mixture of white and yellow security lighting. A linear tree belt screens all views to the south. Across Alexandra Docks there are more industrial buildings. Vertical elements include cranes and lighting columns. The Transporter Bridge is brightly lit and a dominant feature within this perspective. To the north urban lights from Newport can be seen rising to hills in the distance creating a white glow in the night's sky.				
			<b>Construction:</b> The area of the docks is surrounded by industrial buildings and tall equipment with associated yellow and orange lighting creating sky glow in the area. The River Usk Viaduct and Bridge Site compound will further enhance the current sky glow of the area. Construction vehicle lighting will be seen on higher elements of the new section of motorway and will be distinguishable when moving. Tall cranes and temporary lighting along the alignment will be a noticeable element in hours of darkness.	Major adverse	Moderate adverse		
			<b>Year 1:</b> The full extents of the Usk Bridge will be clearly visible. Lighting columns and moving vehicles will be identifiable on the bridge deck. Dramatic towers of the bridge will be lit with flashing hazard beacons on the top.	Major adverse		Moderate adverse	
			<b>Year 15:</b> Same as Year 1.	Major adverse			Moderate adverse

Viewpoint	Sensitivity	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
94. North Dock, Alexandra Dock, Newport	Low	Short	This viewpoint is at the Alexandra Docks, North Dock, looking to the south-southeast towards the proposed new section of motorway and at approximately 10m AOD. The Docks area is extensive and with the dockside developments, cranes and equipment, has created a large scale and expansive area. The dockside developments enclose the view and there are no glimpses out of the immediate docks area.				
			<b>Construction:</b> There are likely to be clear and uninterrupted views of all construction activities and operations particularly those associated with the construction of the Usk Bridge, and this will add interest and focus in the dockside views.	Major adverse	Moderate adverse		
			<b>Year 1:</b> The proposed new section of motorway, particularly the Usk Bridge, is likely to be clearly visible from this viewpoint spanning across most of the view, approximately 500m from the viewpoint and above the height of the buildings. It will become the dominant feature in the view, providing a dramatic and unifying element across the docks.	Major adverse		Moderate adverse	
			<b>Year 15:</b> No change from Year 1.				Moderate adverse
			<b>Night:</b> Orange street lights illuminate the flat industrial foreground of expansive yard space, docks and warehouses. The yard spaces are filled with containers and various materials. The surrounding industrial buildings have a mixture of white and yellow security lighting which is reflected in the water. Large vertical elements include pylons, wind turbines, cranes and lighting columns. The deck of the Transporter Bridge is brightly lit with the bottom being screened by intervening industrial buildings. To the north urban lights can be seen on the rising landscape creating a white glow in the night's sky.				
			<b>Construction:</b> During the construction phase there are likely to be uninterrupted views of construction activities requiring lighting associated with the Usk Bridge and approach. The existing skyline of the Newport Docks is illuminated and the construction works to be carried out will add to this already cluttered skyline increasing a slight variance to the sky glow. The River Usk Viaduct Compound located behind this position will add ambient light to produce background illumination during the hours of darkness.	Major adverse	Moderate adverse		
			<b>Year 1:</b> The full extents of the Usk Bridge will be clearly visible. Lighting columns and moving vehicles will be identifiable on the bridge deck. Dramatic towers of the bridge will be lit with flashing hazard beacons on the top.	Major adverse		Moderate adverse	
			<b>Year 15:</b> Same as Year 1.	Major adverse			Moderate adverse
95 Dewsland Park Road, Newport	High	Middle	This viewpoint is located in Dewsland Park Road, within the residential area at Stow Hill. It is above the Royal Gwent Hospital, at approximately 35m AOD, with further residential areas at lower levels. The residential area is located on the south and east facing slopes of St Woolos and Baneswell, facing southeast, approximately 2km – 3km to the north and west of the docks and industrial areas respectively.				



Viewpoint	Sensitivity	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
			There are glimpsed views between the houses towards the docks and industrial areas, therefore views tend to be framed or interrupted by other buildings, with few locations having a clear panoramic view. This view, although hazy, just shows the bright industrial buildings on the Reeveland Industrial Estate and the wind turbines at the Solutia Site approximately 3.7km distant, to the right of the chimney in the centre of the view, looking southeast. To the left of centre, and just above the level of the rooftops are the long horizontal lines of the buildings of the Orb Industrial Estate. The River Usk and the Alphasteel buildings on the east bank, are just visible below the level of the rooftops, framed by the housing.				
			Construction: There are likely to be glimpsed but clear views of all construction activities and operations associated with the construction of the Usk Bridge adding interest and focus.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The section of the proposed new section of motorway that will be visible from this viewpoint above the existing buildings, is likely to be the towers and deck of the Usk Bridge, spanning across a large proportion of the view. It will be a distinctive and dramatic feature in the view and in the townscape. The Usk Bridge, is approximately 2.3km to the south-southwest of the viewpoint and the section that may be visible is at a distance of between 2.5km and 4.2km. There are likely to be glimpsed but clear views of the Usk Bridge, between existing buildings within these residential areas and it will be a distinctive landmark.	Minor adverse		Slight adverse	
			<b>Year 15:</b> No change from Year 1.	Minor adverse			Slight adverse
			<b>Night:</b> Residential and orange street lights line either side of this road. The road descends framing the view across Newport to the docks and industrial areas. Urban lights can be seen stretching across Newport to the brightly lit Transporter Bridge. A solitary wind turbine can be seen with its red flashing warning beacon on the top. Several individual white lights can be seen coming from warehouses on the docks.				
			<b>Construction:</b> During the construction phase there are likely to be glimpse views of construction activities that require lighting associated with the Usk Bridge and approach. The existing skyline of the Newport Docks is illuminated and the construction works to be carried out will add to this already cluttered skyline increasing a slight variance to the sky glow.	Minor adverse	Slight adverse		
			<b>Year 1:</b> There may be glimpse views of the proposed Usk Bridge and approaches. The towers of the bridge will be lit with flashing warning beacons on the top. The lighting of the bridge will make it an evident and dramatic feature within this view.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
96. Park Square, Newport	High	Middle	This viewpoint is located at Park Square, on the north eastern side of St Woolos, approximately 2.5km to the northwest of the proposed Usk Bridge. The area is residential and there are views out along the streets making up the area. From the viewpoint, looking along Park Square to the left hand side of				

Viewpoint	Sensitivity	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
			the view, the buildings of the University of South Wales between Liverpool Wharf and Ebbw Vale Wharf are visible above those of the Kingsway Centre and Newport Centre. Just visible above the roofs of the houses to the far left of the view are the supporting piers of the Newport City Footbridge. Views directly to the east are largely blocked by the trees of Park Square, and to the right of the view, looking down Park Square, is the A48 bridge at Spittle Point, which is approximately 1.6km to the southeast. To the far right, between the houses overlooking Park Square, are glimpses of the River Usk, looking towards the location of the Transporter Bridge.				
			<b>Construction:</b> There are likely to be glimpsed, clear views of construction activities and operations associated with the construction of the Usk Bridge, which will add interest and focus.	Minor adverse	Slight adverse		
			<b>Year 1:</b> The eastern tower of the proposed River Usk Bridge will be visible in a narrow section of this view, along with the deck and part of the approaching “ramp” from the east, but the western tower is likely to be hidden by the garden vegetation to the right hand side of this gap. From this viewpoint, and from other locations in the vicinity, there will be narrow fields of view towards the Usk Bridge, permitting glimpses of relatively small sections only at any one time. However, due to the scale of the bridge, it will become a distinctive and dramatic feature. The distance from this location along with the narrow field of view, will reduce its overall dominance of the view, but it will be a distinctive landmark.	Minor adverse		Slight adverse	
			<b>Year 15:</b> No change from Year 1.	Minor adverse			Slight adverse
			<b>Night:</b> This urban area is lit by orange street lights and residential lights either side of the unlit Park Square. The foreground descends revealing glimpse views through vegetation and buildings of the city lights over Newport. Brighter elements include the Newport City Footbridge and the SDR (Southern Distributor Road) Bridge.				
			<b>Construction:</b> From this elevated position there are likely to be glimpse views of construction works of the proposed new section of motorway. The existing skyline of the Newport Docks is illuminated and the construction works to be carried out will add to this already cluttered skyline increasing a slight variance to the sky glow.	Minor adverse	Slight adverse		
			<b>Year 1:</b> There may be glimpse views of the proposed Usk Bridge and approaches. The towers of the bridge will be lit with flashing warning beacons on the top. The lighting of the bridge will make it an evident and dramatic feature within this view.	Minor adverse		Slight adverse	
			<b>Year 15:</b> Same as Year 1.	Minor adverse			Slight adverse
97. Brean Down, Burnham-on-Sea, Somerset, UK	High	Long	This viewpoint is located on a promontory off the coast of Somerset. This mass of land extends out into the Bristol Channel at the eastern end of Bridgwater Bay between Weston-super-Mare and Burnham-on-Sea and is accessible by footpath. The national trust site is situated approximately 27km south of the				

Viewpoint	Sensitivity	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
			Usk crossing. The view looks north across the Severn Estuary, with the town of Weston-super-Mare to the east. The view is an expansive, open, panoramic and flat “seascape”. There are distant views across the estuary of the Welsh coast horizon where Cardiff and Newport can be distinguished due to the contrast of urban development against the back drop of the rising hills behind. Due to the distance, there is little detail evident on the Welsh coast, although in certain clear conditions, there may be some greater, albeit slight, degree of clarity.				
			<b>Construction:</b> Due to distance there may be long distance views of the vertical features required to construct the mainline and the River Usk crossing, however, the distance of these features would not see a perceptible change to the view.	Negligible	Neutral		
			<b>Year 1:</b> The majority of the proposed new section of motorway will be at or just above existing ground level and will be screened by existing vegetation and blends into the backdrop of the existing landform. This, along with the distance from the viewpoint, will result in individual features of the proposed new section of motorway being largely imperceptible, with the exception of the Usk Bridge which is likely to be evident particularly in clear conditions. This will be a very small component in the overall panoramic view.			Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
			<b>Night:</b> From Brean Down there are clear views of urban lighting at Weston Super Mare. A vast darkness covers the River Severn. Clusters of lights can be seen coming from Barry, Cardiff and Newport along the Welsh Coast. Two large masts with bright red lights located between Barry and Cardiff are visible. The centre of Cardiff contains the brightest light with light getting weaker as it stretches out. Along the Welsh coastline a thin corridor of light can be seen connecting Newport to Cardiff. Light around Newport is not as evident as Cardiff. Four bright lights of Inbev Brewery can be recognised to the east of Newport.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible			
98. Birkett Road/Kewstoke Road, Weston-super-Mare, UK	Low	Long	<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
			This viewpoint is located on the road junction of Birkett Road and Kewstoke Road in Weston-super-Mare. The view is located approximately 23km south of the Usk crossing. The view looks north across the estuary and is an expansive view across open flat seascape with Sand Point, a peninsula of Somerset and SSSI designation, seen in the middle distance, right, of the view. There are				

Viewpoint	Sensitivity	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
			distant views across the estuary of the Welsh coast where glimpses of Cardiff and Newport can be seen, these are only identifiable from the contrast of urban sprawl against the backdrop contrast of the high ground, the Brecon Beacons in the distance. This distance offers little in the way of detail on the Welsh coast and in clearer conditions there would only be a slight difference in the degree of clarity.				
			<b>Construction:</b> The distance from the proposed new section of motorway means that there may be slight glimpses of vertical construction elements on a very clear day and when light is correctly reflected, however, due to the distance, these features would not see a perceptible change in the view.	Negligible	Neutral		
			<b>Year 1:</b> The distance from the viewpoint, will result in individual features of the proposed new section of motorway being largely imperceptible due to intervening vegetation across the levels, with the exception of the Usk Bridge which is likely to be evident particularly in clear conditions. This will be a very small component in the overall panoramic view.			Slight beneficial	
			<b>Year 15:</b> Same as Year 1	Negligible			Slight beneficial
			<b>Night:</b> Bimbeck Island and pier can be seen against a vast darkness which covers the River Severn. Clusters of lights can be seen coming from Barry, Cardiff and Newport along the Welsh Coast. Two large masts with bright red lights located between Barry and Cardiff are visible. The centre of Cardiff contains the brightest light with light getting weaker as it stretches out. Along the coastline a thin corridor of light can be seen connecting Newport to Cardiff. Light around Newport is not as evident as Cardiff. Four bright lights of Inbev Brewery can be recognised to the east of Newport.				
			<b>Construction:</b> From this viewpoint there may be a few lighting elements attached to the proposed new section of motorway distinguishable at this distance. During the construction phase the lighting of the proposed new section of motorway will be a minor addition in terms of the existing lighting elements along the Welsh Coast.	Negligible	Neutral		
			<b>Year 1:</b> The Usk Bridge will be the only element distinguishable from the current situation. At this distance the lighting on the bridge may just be perceptible.	Negligible		Slight beneficial	
			<b>Year 15:</b> Same as Year 1.	Negligible			Slight beneficial
144b Allotments situated on the B4245, Magor looking north northeast	Moderate	Short	These residential receptors are on the edge of Undy. Gently undulating pastoral fields and allotments can be found to the north-east and further residential properties to the south-west. A few of the second storey windows on Rockfield Grove facing north-east can see expansive views of Junction 23 and the M4. The bottom stories of these houses are screened by a continuous hedgerow and intermittent trees.				
			<b>Construction:</b> From the second storey windows noticeable features of Junction 23 would be readily apparent to these receptors including vegetation clearance, heavy and moving machinery, arrangements of slip roads, link	Major Adverse	Very Large adverse		

Viewpoint	Sensitivity	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
			roads, structures (mainly the Magor Interchange Bridge), water treatment area 12 and proposed landforms. Construction activity would become visible.				
			<b>Year 1:</b> The increase in slip and link roads to the area would be a variance to current baseline conditions. Moving traffic would be seen on the mainline M4 and M48. Newly planted embankments and water treatment areas would be bare and would stand out in contrast to surrounding fields and woodlands.	Major Adverse		Very Large adverse	
			<b>Year 15:</b> Planting implemented as part of the proposed new section of motorway would partially conceal Junction 23 and water treatment area from this view. The highest elements of the Magor Interchange Bridge would still be viewed above existing mature vegetation creating a new feature in the view.	Major Adverse			Very Large adverse
			<b>Night:</b> The allotments in the foreground are faintly lit by the lighting corridor from the M4. The raised embankment to the M4 planted with vegetation is made visible by the bright orange lights coming from the M4. The vegetation on the embankment semi screens the smaller vehicles using the M4 however larger vehicles and individual lighting columns can be seen.				
			<b>Construction:</b> During construction planting will have been cleared and replacement planting will not have noticeably matured by this stage. The existing motorway in this vicinity is lit therefore with the vegetation clearance any upward glow from construction phase lighting may create a variance in visual amenity during the hours of darkness.	Major Adverse	Large adverse		
			<b>Year 1:</b> The proposed new section of motorway and the slip roads attached will have significantly changed the landscape from this position and mitigation planting will not have noticeably matured by this stage to alter this view. Proposed lighting columns and moving traffic will be clearly visible along the M4.	Major Adverse		Large Adverse	
			<b>Year 15:</b> Proposed planting for the proposed new section of motorway may partially screen moving traffic and lighting columns.	Major Adverse			Moderate Adverse