

Welsh Government

**M4 Corridor around Newport**

Environmental Statement:  
Volume 3: Appendix 9.7

Assessment Table - Residential  
Properties

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At Issue | March 2016

Appendix 9.7: Assessment Table -  
Residential Properties

Survey Dates:

Summer: September and October 2015

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

Up to 1km from the proposed new section of motorway = Short distance, 1km-5km = Middle distance, 5km-10km = Long distance, Over 10km = Distant

Refer to Figure 9.16 for location of receptors and visual effects drawings, Figure 9.9 for location of representative viewpoints, Figure 9.10 for day and night time photosheets, and Figure 9.11 for photomontage sheets

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
2a	<p>“The Stud Farm”</p> <p>Two storey house</p> <p>High Sensitivity</p>	Short	<p>Windows on the rear of this property and the rear gardens face directly towards the route of the new section of motorway that lies in close proximity, approximately 140m, to the north east when measured from the house. Side windows have oblique views along the route as it travels west. Views out from property to the north east are currently curtailed by a substantial block of mature woodland that lies between the garden and the imperial Park Industrial area beyond. This effectively screens the buildings associated with the industrial area although the tallest unit and large pylons are visible above this tree belt. To the north and east views are of nearby arable fields bordered by hedges.</p> <p><b>Construction:</b> Large scale construction activity within very close proximity, including the construction area for a substantial stretch of the motorway, the extensive Main Compound area and construction of Church Lane overbridge. Existing substantial mature tree belt is to be removed to accommodate the new section of motorway which would open up views from this property and provide clear, direct and uninterrupted views of an extensive construction area as well as opening up views of the Imperial Park Industrial area beyond. The Main Compound would be lit at all times during the hours of darkness and this would make this element particularly prominent at all times.</p> <p><b>Year 1:</b> The new section of motorway would run very close to property with traffic and infrastructure forming dominant elements in the foreground view, with the buildings of the Imperial Park Industrial area clearly visible beyond this. As the new section of motorway travels past property and on to the west it lifts up onto low embankment. Church Lane overbridge would be a prominent element in the view to the north.</p> <p><b>Year 15:</b> Woodland planting would screen views to majority of the new section of motorway. Filtered views of moving traffic and largest signs and gantries are possible through and above the vegetation where the planting belt is thinner, especially from upper storey windows and the larger buildings within Imperial Park are likely to remain visible.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Minor adverse</p>	<p>Very large adverse</p> <p>Very large adverse</p>	<p>Very large adverse</p>	<p>Moderate adverse</p>
2b	<p>“Swallows Haven”</p> <p>Single storey house</p> <p>High Sensitivity</p>	Short	<p>Windows on north west facing side of property have close but slightly oblique views of the route of the new section of motorway as it travels west from near to Church Lane. More direct views to the north and north east are blocked by trees and buildings associated with the neighbouring property (The Stud Farm). Views out are currently filtered by a native hedge that runs alongside the property. Beyond this the views are of the neighbouring arable fields, woodland blocks and the tall hedge alongside Church Lane.</p> <p><b>Construction:</b> Large scale construction activity within very close proximity, including construction of Church Lane overbridge. Existing substantial mature tree belt is to be removed to accommodate the new section of motorway which would open up views from this property and provide slightly oblique views of an extensive construction area as well as opening up views of the Imperial Park Industrial area beyond. Views are filtered to some extent by the intervening hedgerow alongside the property.</p>	<p>Major adverse</p>	<p>Very large adverse</p>		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p><b>Year 1:</b> The new section of motorway would run very close to the property with traffic and infrastructure forming dominant elements in the foreground view when viewed from windows in the north west facing elevation, albeit filtered by the intervening hedgerow alongside the property. The buildings of the Imperial Park Industrial area would be clearly visible beyond the road. Church Lane overbridge would be a prominent element in the view to the north.</p> <p><b>Year 15:</b> Woodland planting would largely screen views to new section of motorway, although occasional glimpsed views of traffic are possible. Traffic on the Church Lane overbridge is likely to remain visible above the screen planting and the larger buildings within Imperial Park are likely to remain visible, albeit at an oblique angle.</p>	Major adverse		Large adverse	
				Negligible adverse			Slight adverse
2c	<p>“All Saints Church” Residential church conversion</p> <p>Single storey with ‘velux’ windows in roof</p> <p>High sensitivity</p>	Short	<p>Property is screened from the surrounding areas to a large extent by intervening mature trees within the property boundaries and by the neighbouring properties to the north. Beyond and around these intervening elements any glimpsed and/or filtered views are of the adjacent arable field and the woodland block beyond. Slightly clearer views of the surroundings may be available from the upper storey roof light windows within the roof.</p> <p><b>Construction:</b> Large scale construction activity within very close proximity, including the construction area for a substantial stretch of the motorway, the extensive Main Compound area and construction of Church Lane overbridge. Existing substantial mature tree belt would be removed to accommodate the new section of motorway which would open up views from this property to the construction area and the Main Compound and Imperial Park beyond. However, intervening vegetation and neighbouring buildings would mean that views of the construction elements would be glimpsed only and well filtered and there would appear to be few windows that face in this direction, reducing the impact and significance.</p> <p><b>Year 1:</b> The new section of motorway would run very close to the property with traffic and infrastructure likely to be glimpsed in the foreground view through and around intervening elements.</p> <p><b>Year 15:</b> Woodland planting would screen views to the new section of motorway and intervening vegetation would limit views further. Views from the property would largely return to the baseline situation.</p>	Minor adverse	Slight adverse		
				Minor adverse		Slight adverse	
				Negligible adverse			Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
3a	“Brook Cottage”  Two storey house  High sensitivity	Short	<p>This property is surrounded on all sides by tall, dense hedges and views are therefore generally limited to the immediately surrounding gardens. The wider landscape of fields and woodland and the adjacent golf course to the west may just be visible from upper storey windows.</p> <p><b>Construction:</b> Large scale construction activity within very close proximity, including construction of Church Lane overbridge, but intervening vegetation is predicted to restrict views to well filtered and glimpsed ones only from upper storey windows. Tall plant and equipment associated with the overbridge construction is most likely to be noticeable. More distant views of the construction of the Castleton junction may just be visible above intervening tree belts but this has not been possible to verify on site.</p> <p><b>Year 1:</b> Moving traffic and taller infrastructure may just be visible from upper storey windows. Traffic using the Church Lane overbridge may be more prominent in the view as it crosses the highest part of the bridge deck, but again only from upper storey windows and well filtered by intervening vegetation.</p> <p><b>Year 15:</b> Woodland planting would screen views to the new section of motorway and intervening vegetation would limit views further. Traffic using the Church Lane overbridge may be perceptible in the view as it crosses the highest part of the bridge deck, but again only from upper storey windows and well filtered by intervening vegetation.</p>	<p>Minor adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
3b	“The Maerdy”  Two storey house  High sensitivity	Short	<p>This property lies in a well wooded setting, with mature trees within and around its grounds and associated with the adjacent golf course to the west and dwelling to the north west. A more open aspect is available to the north east towards the new section of motorway although views are oblique and hedges alongside Church Lane restrict views in this direction to those from the upper storey only. These available oblique views are across the nearby arable field to the woodland belt alongside the disused Imperial Park access road.</p> <p><b>Construction:</b> Large scale construction activity within very close proximity, including construction of Church Lane overbridge, but intervening vegetation is predicted to restrict views to oblique, filtered and glimpsed ones from upper storey windows only. Tall plant and equipment associated with the overbridge construction is most likely to be noticeable. More open views of the construction site would be available to the north east from upper storey windows but at an oblique angle.</p> <p><b>Year 1:</b> Moving traffic and taller infrastructure may just be visible from upper storey windows, largely at an oblique angle and often screened and filtered by intervening foreground vegetation. Traffic using the Church Lane overbridge may be more prominent in the view as it crosses the highest part of the bridge deck, but again only from upper storey windows.</p> <p><b>Year 15:</b> Woodland planting would screen views to the new section of motorway and intervening vegetation would limit views further. Traffic using the Church Lane overbridge may be perceptible in the view as it crosses the highest part of the bridge deck, but again only from upper storey windows and well filtered by intervening vegetation.</p>	<p>Minor adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
3c	Property on Ty Mawr Lane approx. 170m west of the junction with Church Lane/Hawse Lane  Single storey bungalow  High sensitivity	Short	<p>This property is adjacent to Parc Golf Club and is separated from the golf course fairways by Ty Mawr Lane and the adjacent Drenewydd Reen. The immediate outlook from the front windows and garden towards the new section of motorway to the north is across the lane and ree to the fairways and greens of the course. The fairways are divided by frequent linear tree belts and scattered trees creating a well wooded aspect which limits views of a greater distance. However, filtered and intermittent views of the rising ground of the Castleton Ridge beyond are visible from this property.</p> <p><b>Construction:</b> Large scale construction activity associated with the Castleton junction works would be glimpsed through and over intervening vegetation from parts of the front garden and a proportion of the windows along the front elevation. The extensive woodland clearance and earthworks would be most apparent in the view, although moving plant and equipment are likely to be perceptible also. The magnitude of effect is reduced by the intermittent nature of the views to the new section of motorway.</p> <p><b>Year 1:</b> Moving traffic along the junction area, larger infrastructure and bare embankments are likely to be visible, albeit filtered by intervening foreground vegetation.</p> <p><b>Year 15:</b> Woodland planting would largely screen views of the junction area and intervening foreground vegetation would limit views further. The tops of lorries and signs and gantries may just be perceptible but would not be dominant elements in the view.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	Slight adverse	Slight adverse	Slight adverse
5	Ty Mawr Farm (3 dwellings)  Single storey and chalet bungalow type properties  High sensitivity	Middle	<p>These dwellings lie within a working farm and are situated to the south and south east of a number of large barns, which mostly block views outwards in the direction of the new section of motorway to the north. Additionally there is substantial intervening vegetation in close proximity to the properties in the form of hedges and tree belts. It is possible that the rising ground associated with the Castleton Junction area is just visible from a limited number of upper storey windows but this cannot be verified on site.</p> <p><b>Construction:</b> Very limited views of the construction site. Woodland removal and earthworks may just be visible around and above intervening elements from a limited number of upper storey windows.</p> <p><b>Year 1:</b> Moving traffic and the bridges and flyovers may just be visible around and above intervening elements from a limited number of upper storey windows.</p> <p><b>Year 15:</b> Mitigation planting would have softened structures and filtered views to traffic and infrastructure. At distances involved and bearing in mind limited visibility, these elements are unlikely to have a noticeable effect on the visual amenity of these properties.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	Slight adverse	Slight adverse	Slight adverse
6	Houses along the north and north west edges of the	Middle	<p>Only houses along the edges of this development have views towards the new section of motorway – other properties are screened by intervening houses on the estate due to the density of the development. The estate is bounded by mature hedgerows that run along the boundaries of the rear gardens. The small scale</p>				

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	<p>Cambrian housing estate, Marshfield (Cambrian Drive and Cambrian Way)</p> <p>Two storey and 3 storey town houses</p> <p>High sensitivity</p>		<p>pasture fields beyond are also bounded by overgrown hedgerows and tree belts, although these are sparse and intermittent in places, and it is these areas and features which are the dominant components of the views available. The higher ground beyond associated with the Castleton junction is intermittently visible through the intervening hedgerows, although this vegetation generally blocks views to this higher ground from ground floor windows and gardens.</p> <p><b>Construction:</b> The construction of the Castleton Junction on the elevated ground to the north would be visible to some of these receptors from upper storey windows, especially the woodland removal and the earthworks. The exact nature of the view would depend on window locations in relation to taller intervening vegetation and this cannot be accurately determined from publicly accessible areas. Occasional glimpsed views may be available from ground floors and gardens through intervening vegetation in the winter although because of the filtering effect of the hedgerows and tree belts this would not be prominent in the views available.</p> <p><b>Year 1:</b> Moving traffic, the bridges and flyovers, and bare embankments and cutting faces would occasionally be visible between intervening vegetation from upper storeys and a limited number of lower storey windows and gardens.</p> <p><b>Year 15:</b> Mitigation planting would have softened earthworks and structures and filtered views to traffic and infrastructure. At distances involved and considering the intermittent and filtered visibility these elements are unlikely to have a noticeable effect on the visual amenity of these receptors.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>
7	<p>Houses along the north eastern edge of Marshfield between St Mellons Road &amp; Sandy Lane Farm *</p> <p>Mainly two storey houses; some bungalows</p> <p>High sensitivity</p>	Middle	<p>When looking north and north east towards the new section of motorway these properties have views of the flat pasture land surrounding Marshfield with frequent hedges and hedgerow trees giving a well wooded appearance, interspersed with occasional scattered dwellings and farms lying on the edge of the village. The higher ground beyond associated with the Castleton junction is intermittently visible through and around the intervening elements.</p> <p><b>Construction:</b> The construction of the Castleton Junction on the elevated ground to the north and north east would be visible to these receptors around and between intervening vegetation and buildings, especially the woodland removal and the earthworks. The exact nature and extent of the view of the construction area for each receptor would depend on window locations in relation to foreground intervening vegetation, and this cannot be accurately determined on site from publicly accessible areas. It is predicted that all receptors would be able to see at least some elements of the Castleton junction construction from part of their property.</p> <p><b>Year 1:</b> Moving traffic, the bridges and flyovers, and bare embankments and cutting faces would occasionally be visible between intervening vegetation from upper storeys and a limited number of lower storey windows and gardens.</p> <p><b>Year 15:</b> Mitigation planting would have softened earthworks and structures and filtered views to traffic and infrastructure. At distances involved and considering the intermittent and filtered visibility these elements are unlikely to have a noticeable effect on the visual amenity of these receptors.</p> <p>* Includes houses on Marshfield Road, the northern end of Church Lane, (including Court Farm) Vicarage Gardens and Vicarage Court.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
8	Houses along the eastern side of Marshfield road on the north eastern edge of Castleton and at the eastern end of Castleton Rise  Mix of two storey houses and chalet bungalows  High sensitivity	Short	<p>When looking north and north east towards the new section of motorway, these receptors have views beyond their garden vegetation to an open foreground of pasture fields bounded by low managed hedgerows. There are fewer hedgerow trees in this area and this, in combination with the managed nature of the hedges, results in the well wooded rising ground beyond associated with the Castleton junction being a prominent short range feature of the views available. Moving traffic along the existing M4 and the larger signs and gantries are occasionally visible in gaps in the woodland on this elevated land. A number of these receptors have a more limited view in this direction due to intervening neighbouring houses.</p> <p><b>Construction:</b> Due to its proximity and prominence, the construction works associated with the Castleton Junction would become the dominant feature of the views available from these properties. The woodland clearance and earthworks would be particularly conspicuous, with larger plant and equipment also featuring in the view.</p> <p><b>Year 1:</b> Moving traffic, highway infrastructure, bridges and flyovers, and lighting would be clearly visible on the rising ground just beyond the foreground. The prominent cutting faces and embankments would be largely bare earth and would stand out in stark contrast to the surrounding fields, hedges and woodlands.</p> <p><b>Year 15:</b> Woodland planting would be starting to soften and integrate the cuttings and embankments and engineered structures. Traffic and some of the highway infrastructure would still be visible as glimpses through and over the trees, although they would be less prominent in the view than at year 1. The three tier flyover section where the A48, new M4 and old M4 converge would remain clearly visible for some of these receptors.</p>	Major adverse  Major adverse  Moderate adverse	Large adverse	Large adverse	Large adverse
9	Houses along Bakery Lane, Marshfield, including "Geli-ber" at the end of Bakery Lane  High sensitivity	Short	<p>These properties have views out to the north and north east across the nearby fields and hedges to the rising ground of Castleton Junction beyond. Intervening trees and copses in the foreground obscure sections of the rising ground beyond but in between these intervening elements this woodland cloaked hill is a prominent short range feature.</p> <p><b>Construction:</b> Due to its proximity and prominence the construction works associated with the Castleton Junction would become a noticeable feature of the views available from these properties. The woodland clearance and earthworks would be particularly conspicuous, with larger plant and equipment also featuring in the view, although intervening foreground vegetation would lessen the impacts.</p> <p><b>Year 1:</b> Moving traffic, highway infrastructure, bridges and flyovers, and lighting on the rising ground associated with the Castleton Junction would be visible between intervening vegetation. The prominent cutting faces and embankments would be largely bare earth and would stand out in stark contrast to the surrounding fields, hedges and woodlands.</p> <p><b>Year 15:</b> Woodland planting would be starting to soften and integrate the cuttings and embankments and engineered structures. Traffic and some of the highway infrastructure would still be visible as glimpses through and over the trees, although they would be less prominent in the view than at year 1.</p>	Moderate adverse  Moderate adverse  Minor adverse	Large adverse	Large adverse	Slight adverse



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
11a	<p>Longhouse Farm</p> <p>2 storey house</p> <p>High sensitivity</p>	Short	<p>This property lies immediately adjacent to the proposed new section of motorway boundary. It is located on the lower slopes of the rising ground that lifts from the flat agricultural land adjacent to the Wentlooge Levels. The property looks out over nearby fields whilst mature tree belts along surrounding lanes and roads, including the nearby A48 and existing M4, create a well wooded outlook to the north and west. Despite their proximity, the A48 and M4 have a limited effect on the visual amenity from this property due to the extent of mature woodland lining the roads; glimpsed views of moving traffic along these roads may just be available through the vegetation.</p> <p><b>Construction:</b> Large scale construction activity within extremely close proximity, including Castleton East Compound, extensive stockpile areas, construction of bridges and flyovers, regrading and forming of substantial embankments and excavations associated with Water Treatment Area 2 to the south east. Earthworks associated with forming of new embankments would be within 40 metres of the dwelling whilst Castleton East Compound lies immediately adjacent to the property boundary. All existing substantial mature tree belts lining the A48 and M4 motorway are to be removed to accommodate the new section of motorway, which would open up views from this property and provide clear, direct and uninterrupted views of an extensive construction area which would sweep in an arc around the property from the west to the south east. The compound areas are to be lit at all times during the hours of darkness and this would make this element particularly noticeable considering its proximity to this receptor.</p> <p><b>Year 1:</b> The new section of motorway would run very close to the property. The newly planted embankments, flyover structures above and moving traffic would be particularly dominant elements in the views to the north of the property, albeit filtered by the taller proposed belts of 'sacrificial' tree planting. The tiered levels of traffic at the Castleton junction using the various slip roads and new section of motorway would be visible above the property to the north west, albeit filtered by existing intervening vegetation around the nearby fields and along the adjacent lane.</p> <p><b>Year 15:</b> Woodland planting would partly screen views to new section of motorway although filtered and glimpsed views of moving traffic, flyovers, signs and gantries are possible through the vegetation where the planting belt is thinner and on embankments. The woodland itself would permanently alter views to the north and east.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Very large adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
11b	Coedkernew House and Moorland View  2 storey houses  High sensitivity	Short	<p>These two properties lie just to the south of the A48, approximately 15 metres from the edge of the carriageway. The properties lie at a lower elevation than the A48 and benefit from an intervening belt of mature trees. Due to their location on the lower slopes of the rising ground above the Wentlooge levels these properties have expansive views south over the levels and the estuary beyond. To the north, towards the new section of motorway, views are curtailed by the topography and mature trees alongside the A48. Despite their proximity, the A48 and M4 have a limited effect on the visual amenity from these properties due to the elevational differences and intervening trees; glimpsed views of moving traffic along the A48 are just available through the vegetation from some parts of the properties.</p> <p><b>Construction:</b> Large scale construction activity within extremely close proximity, including construction of bridges, flyovers and retaining walls, and regarding and forming of substantial embankments. Earthworks associated with embankments and construction of retaining walls associated with the flyovers would be within 30 metres of these dwellings. All existing substantial mature tree belts lining the northern side of this section of the A48 and both sides of the M4 motorway are to be removed to accommodate the new section of motorway which would open up views from these properties. Existing mature vegetation to the south of the A48 would remain and provide an important screening function but close range filtered and glimpsed views of an extensive construction area are likely to be available from some parts of these properties.</p> <p><b>Year 1:</b> The new section of motorway and slip roads associated with the junction would run very close to these properties. The newly planted embankments, flyover structures, retaining walls and moving traffic would be particularly dominant elements in the views to the north of the properties, albeit elevated above them and filtered by the existing intervening vegetation.</p> <p><b>Year 15:</b> Woodland planting would partly screen views to the new section of motorway and slip roads directly in front of properties however, filtered and glimpsed views of moving traffic, flyovers and bridges, signs and gantries are likely through the vegetation where the planting belt is thinner near to the flyovers. The retaining wall alongside the A48 associated with the flyovers would be readily apparent through the intervening trees to the south of the A48. Oblique and filtered views are likely to be available of the bridges and flyovers to the east from some parts of the properties, especially upper storeys and windows on the east elevation.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Very large adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
11d	House on the A48 UNKNOWN NAME  2 storey house  High sensitivity	Short	<p>This property lies immediately to the south of the A48, less than 20 metres from the boundary of the new section of motorway. There is a narrow belt of intervening mature trees to the south of the A48 alongside a close boarded timber fence but views of traffic moving along this road are readily available through this vegetation and over the fence, especially from upper storey windows. Despite its proximity the existing M4 has a limited effect on the visual amenity from this property due to the elevational differences and intervening trees.</p> <p><b>Construction:</b> Large scale construction activity within extremely close proximity, including regrading of substantial embankments and demolition of several properties on the opposite side of the A48. All existing substantial mature tree belts lining the northern side of this section of the A48 and both sides of the M4 motorway are to be removed to accommodate the new section of motorway which would open up views from this property. Existing mature vegetation to the south of the A48 would remain and provide an important screening function but close range filtered and glimpsed views of an extensive construction area are likely to be available from some parts of this property, especially the upper storey. Glimpsed views of the temporary access road and drainage connection works that are proposed to the south of the A48 from rear windows and gardens are also possible.</p> <p><b>Year 1:</b> Newly planted embankments with a large expanse of bare soil would be a particularly noticeable element from this property in year 1. Traffic moving along the new section of motorway and slip roads above the A48 and larger infrastructure elements such as signs and gantries may also be visible at the top of the embankments in the very uppermost portion of available views out of the upper storey windows, albeit filtered by intervening vegetation.</p> <p><b>Year 15:</b> Woodland planting would screen views to the new section of motorway and slip roads and soften and integrate the embankments. Limited glimpsed views of traffic may be possible through the intervening planting.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>
11e	The Old Rectory and The Old Rectory Barn  2 storey houses  High sensitivity	Short	<p>Two properties south of the A48, accessed via a private shared lane, lying between 90 and 125 metres to the south of the new section of motorway. The properties lie at a lower elevation than the new section of motorway and benefit from frequent intervening mature trees and buildings. These intervening elements, along with the rising topography to the north, curtail views in this direction, whilst much longer range and expansive views are available to the south. Despite their proximity, the existing A48 and M4 have a limited effect on the visual amenity from these properties due to the elevational differences and intervening elements.</p> <p><b>Construction:</b> Large scale construction activity associated with the Castleton Junction area, including substantial tree felling operations, demolition works and extensive re-grading works, may be glimpsed through and around intervening elements from these properties. However, site based assessment work from publicly accessible areas along the A48 indicates that, despite their proximity to the new section of motorway, these receptors would have only occasional views of construction operations from a limited number of the windows and garden areas. This is due to the rising ground and intervening elements. ZTV modelling supports this assessment, as there are only occasional small flecks of theoretical visibility indicated across or immediately around these properties. However, views of the temporary access road and drainage connection works that are proposed to the south of the A48 would also be available from rear windows and garden areas.</p>	<p>Moderate adverse</p>	<p>Large adverse</p>		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>Views to these elements would be clear and direct for The Old Rectory but more oblique and filtered for The Old Rectory Barn.</p> <p><b>Year 1:</b> The newly planted embankments, moving traffic and highway infrastructure is likely to be occasionally glimpsed in the views to the north of these properties from a limited number of windows and garden areas.</p> <p><b>Year 15:</b> Woodland planting would generally screen views to the new section of motorway, slip roads, traffic and infrastructure, and soften and integrate the embankments. Very limited filtered and glimpsed views of these elements may be possible through the intervening vegetation, mainly from upper storey windows.</p>	<p>Moderate adverse</p> <p>Minor adverse</p>		<p>Moderate adverse</p>	<p>Slight adverse</p>
12	<p>Ty'n-y-brwyn Cottages, Ty'n-y-brwyn Bungalow and Ty'n-y-brwyn Farm and converted barns</p> <p>6 No. 2 storey houses and barn conversions</p> <p>High sensitivity</p>	Short	<p>These properties are all clustered together down the same private lane. They lie at the bottom of the rising ground associated with the Castleton Junction and are surrounded on all sides by large arable fields interspersed with smaller pastures. Surrounding hedges are maintained at a low height and are intermittent in places, with few hedgerow trees, creating an open feel to the immediately adjacent landscape. This results in relatively clear views to the north and north east towards Castleton Junction. Traffic moving along the A48 and existing M4 is occasionally glimpsed through thinner areas of intervening planting on the hill, although this is not a dominant feature of the view.</p> <p><b>Construction:</b> Large scale construction activity would be clearly visible from parts of these properties, although nearby intervening buildings would block views from some windows and a proportion of the grounds and gardens. An extensive stockpiling and materials processing area would lie immediately adjacent to the eastern boundaries of these properties. Any works during the hours of darkness across this area would be lit and would make this area very prominent in the views available. Woodland clearance, regrading of embankments and construction of flyover sections associated with the Castleton Junction areas would be particularly noticeable to the north, as well as the section of new motorway that sweeps away from the junction to the north east. The construction of Water Treatment Area 2 is also likely to be visible from some parts of these properties albeit filtered by an intervening mature tree line.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads and flyovers would be clearly visible from parts of these properties, along with highway infrastructure such as signs and gantries. Several lines of traffic and infrastructure would be noticeable in the junction area due to the differing heights of the roads. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure. Glimpsed views of moving traffic are likely to remain from some parts of these properties above and through the planting and the larger signs and gantries may still be visible above the trees.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Moderate adverse</p>	<p>Very large adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>
14a	<p>Tyn-y-Nant</p> <p>2 storey house</p> <p>High</p>	Short	<p>This property lies at the base of rising ground and is surrounded by small pasture fields with frequent hedgerows, tree belts and copses. The wooded Castleton Junction area rises above these intervening hedges to the north at approximately 700 metres distant. However, the gardens to the property are bounded by a dense belt of mature trees which limits views outward across the surrounding landscape.</p>				

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	sensitivity		<p><b>Construction:</b> Large scale construction activity may be glimpsed from this property between and above the intervening garden vegetation, hedgerows and tree lines. Woodland clearance and earthworks associated with the new section of motorway and slip roads to the north are most likely to be noticeable.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads may be glimpsed from parts of this property through and above intervening vegetation, along with highway infrastructure such as signs and gantries. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodland.</p> <p><b>Year 15:</b> Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure. Glimpsed views of moving traffic may possibly remain from some parts of the property above and through the planting. The larger signs and gantries may still be visible above the trees, although the screening effect of the trees surrounding this property in combination with the proposed screen planting would minimise the visibility of these elements.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Negligible adverse</p>	Moderate adverse	Moderate adverse	Slight adverse
14b	<p>Property adjacent to Tyn-y-Nant UNKNOWN NAME</p> <p>2 storey house</p> <p>High sensitivity</p>	Short	<p>This property lies at the base of rising ground and is surrounded by small pasture fields with frequent hedgerows, tree belts and copses. Limited vegetation immediately around the property means views out to the nearest surrounding fields are clearly available. The uppermost section of the wooded Castleton Junction area rises above the intervening hedgerows to the north at approximately 700 metres distant.</p> <p><b>Construction:</b> Large scale construction activity would be visible from this property above the intervening hedgerows and tree lines. Woodland clearance and earthworks associated with the new section of motorway and slip roads to the north would be particularly noticeable.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads would be visible from parts of this property above intervening vegetation, along with highway infrastructure such as signs and gantries. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure. Glimpsed views of moving traffic may possibly remain from some parts of the property above and through the planting and the larger signs and gantries may still be visible above the trees.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Moderate adverse	Moderate adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
14C	Spring Court  2 storey house  High sensitivity	Short	<p>This property is situated just to the south of the A48. It is on the edge of a complex of farm buildings that are now used for commercial purposes other than farming. The immediate surroundings to the complex of buildings comprises small scale pasture, although there are numerous other residential buildings associated with the fringes of Castleton nearby and visible in views from this property. Traffic travelling along the A48 is clearly visible to the north although a line of mature trees along the A48 filters these views. The well wooded rising ground associated with the Castleton Junction rises above the A48 in the background of the view but the traffic using the existing M4 and A48M roads at the Castleton junction is well screened, with occasional glimpses only of moving traffic and infrastructure visible through the trees.</p> <p><b>Construction:</b> Large scale construction activity within close proximity, including substantial tree felling operations and major earthworks, would be visible through and above the intervening tree line along the A48. In addition, views of the construction works associated with Water Treatment Area 1 may just be visible across the neighbouring field to the west of the receptor, although views of this would be screened from most parts of the property by intervening buildings and filtered by an intervening tree belt along the field boundary.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads and flyovers associated with the Castleton Junction would be clearly visible through and above the intervening tree line along the A48, along with highway infrastructure such as signs and gantries. Several lines of traffic and infrastructure would be noticeable in the junction area due to the differing heights of the roads. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure. Limited glimpsed views of moving traffic are possible through the screen planting and the A48M flyover and larger signs and gantries may still be visible above the trees.</p>	Major adverse  Major adverse  Minor adverse	Large adverse	Large adverse	Slight adverse
15	Houses on Walk Farm Drive, Walk Farm and The Barn  2 storey houses and a barn conversion  High sensitivity	Short	<p>These properties lie in close proximity to the Existing A48 on the eastern edge of Castleton. Views towards the new section of motorway are of the nearby pasture fields bounding the A48 and of the A48 itself, with the wooded rising ground associated with the Castleton Junction forming the backdrop. Traffic travelling along the A48 is clearly visible to the north and north east although a line of mature trees along the A48 filters these views. Traffic using the existing M4 and A48M roads at the Castleton junction is well screened by the surrounding woodland.</p> <p><b>Construction:</b> Large scale construction activity, including substantial tree felling operations and major earthworks associated with the Castleton Junction works, would be visible above the intervening tree line along the A48. In addition, Water Treatment Area 1 is located in the field immediately opposite these properties. There would be direct and uninterrupted views to major excavations using large plant and equipment within 20-30 metres of the windows of the houses and there is limited intervening vegetation in the gardens.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads and flyovers associated with the Castleton Junction would be visible above the intervening tree line along the A48, along with highway infrastructure such as signs</p>	Major adverse  Major adverse	Very large adverse	Very large adverse	

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>and gantries. Several lines of traffic and infrastructure would be noticeable in the junction area due to the differing heights of the roads. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands. The open water and newly planted reed bed area of Water Treatment Area 1 would be clearly visible and newly formed margins and embankments would be bare earth.</p> <p><b>Year 15:</b> Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure across the junction area. Glimpsed views of moving traffic may remain through the screen planting and the A48M flyover and larger signs and gantries may still be visible above the trees. Screen planting alongside Walk Farm Drive would screen and filter the open countryside views that some of these receptors previously benefitted from and although tree, shrub and grassland planting would have softened and integrated the water treatment area into the surrounding landscape it would remain as a highly perceptible uncharacteristic feature.</p>	Major adverse			Large adverse
16	<p>Heathercroft House</p> <p>2 storey house</p> <p>High sensitivity</p>	Short	<p>This property does not have any clear views towards the main highway part of the new section of motorway due to the direction of windows and intervening trees and buildings. The very top of the wooded hill associated with the Castleton Junction may just be visible above the roof of the neighbouring pub/restaurant. Looking south east towards the area of Water Treatment Area 1 however, the property has clear views across the adjacent A48 to the nearby pasture fields and farm buildings.</p> <p><b>Construction:</b> Water Treatment Area 1 is located in the field immediately opposite this property across the A48. There would be direct and uninterrupted views from many windows and the front garden area towards the site. Major excavations using large plant and equipment would be visible within 60 metres of the windows of the house and there is limited intervening vegetation.</p> <p><b>Year 1:</b> The open water and newly planted reed bed area of Water Treatment Area 1 would be clearly visible and newly formed embankments and margins would be bare earth.</p> <p><b>Year 15:</b> Screen planting alongside Walk Farm Drive would screen and filter some parts of the water treatment area but would also partially screen the open countryside views from some windows that this receptor previously benefitted from. Although tree, shrub and grassland planting would have softened and integrated the water treatment area into the surrounding landscape it would remain as a highly perceptible uncharacteristic feature.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	Large adverse	Large adverse	Moderate adverse



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
17a	Bryn Ivor Lodge Care Home  2 storey multi-occupancy property  High sensitivity	Short	<p>This receptor has views towards parts of the new section of motorway in multiple directions. From the rear of the property to the north, views currently comprise the well wooded embankments leading up to the A48M and the existing M4 beyond this. <i>Being recently constructed this property does not appear on aerial imagery and there is no public access to the property. It has not been possible to ascertain whether existing views include traffic and infrastructure associated with these existing roads.</i> To the east the A48M continues to swing away from this property. Again views are likely to be predominantly of the woodland surrounding the road. To the south the property looks down across the field where Water Treatment 1 is proposed, with intervening trees within the grounds and alongside the A48 beyond filtering and screening the longer range views of pastoral fields, low trimmed hedgerows, scattered buildings and copses.</p> <p><b>Construction:</b> To the north, large scale construction activity, including Castleton West Compound, substantial tree felling operations and major earthworks associated with the Castleton Junction works, would potentially be visible above and through the intervening mature scrub along the A48M from some parts of the rear of this property, especially from upper storey windows and elevated garden areas. Castleton West Compound would be lit at all times during the hours of darkness which would increase the visibility of this element. The construction site continues away to the east and is likely to be visible from some windows on the east facing elevations due to woodland clearance associated with Castleton Junction. Water Treatment Area 1 is located in the field immediately opposite this property across the A48. There would be direct, albeit well filtered and intermittent views due to intervening trees, from many south facing windows and the landscaped grounds across the frontage of the property towards the water treatment works site. Large scale construction activity including major excavations using large plant and equipment would be visible.</p> <p><b>Year 1:</b> Moving traffic and larger signs and infrastructure associated with the A48M and M4 interchange would potentially be visible through and over intervening trees. The A48M flyover may also be visible. The open water and newly planted reed bed area of Water Treatment Area 1 would be visible intermittently through and around intervening trees and newly formed embankments and margins would be bare earth.</p> <p><b>Year 15:</b> The new woodland would largely screen views of traffic and infrastructure associated with the Castleton Junction although glimpses of moving traffic and larger signs and gantries may still be available. Although tree, shrub and grassland planting would have softened and integrated the water treatment area into the surrounding landscape it would remain as a perceptible uncharacteristic feature, albeit views to this element are well filtered by intervening vegetation.</p>	Moderate adverse	Large adverse		
17b	Spring Cottage and The Croft  2 storey houses  High sensitivity	Short	<p>These properties lie immediately adjacent to the new section of motorway boundary, with the existing A48M lying just to the North. They benefit from frequent mature trees around their boundaries in this direction and this vegetation, along with the mature tree belt alongside the A48M, creates a well wooded aspect in this direction. The existing A48 lies to the south of these properties, just beyond a car sales business, and it is the traffic moving along the A48 along with the cars and buildings associated with the car sales business which dominates the outlook in this direction.</p> <p><b>Construction:</b> Large scale construction activity in close proximity to the north including extensive tree felling and major earthworks using heavy plant and</p>	Major adverse	Very large adverse		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>machinery. The re-grading works for the A48M westbound embankments encroach into the rear garden of The Croft. Larger plant and equipment working on the new section of motorway and the A48M link and associated earthworks are also likely to be visible beyond this nearest activity.</p> <p><b>Year 1:</b> Newly planted embankments with a large expanse of bare soil would be a particularly noticeable element in year 1, with traffic moving along the A48M westbound clearly visible at the top of the re-graded embankment. The tops of lorries moving along the new section of motorway would also be visible above this nearest embankment. The garden to the rear of the croft would be permanently smaller with the highway boundary fence closer to the house.</p> <p><b>Year 15:</b> Woodland planting would have softened and integrated the embankments. Glimpsed views of traffic moving along the A48M westbound may be possible through this intervening vegetation although it is predicted traffic moving along the new section of motorway would be effectively screened by this point.</p>	<p>Major adverse</p> <p>Minor adverse</p>		<p>Very large adverse</p>	<p>Moderate adverse (The Croft) Slight adverse (Spring Cottage)</p>
18	<p>Pant-rhiw-goch</p> <p>Two storey house</p> <p>High sensitivity</p>	Short	<p>This property lies at the head of a shallow valley, with the rear windows looking down the valley towards the Castleton Junction area. The wooded hill associated with the junction is clearly visible beyond a foreground of pasture fields and copses with the higher, more open farmland visible above this to the north. The existing M4 mainline is clearly visible from parts of this property to the north east and glimpses of highway, traffic and infrastructure associated with the Castleton Junction are also available to the east, especially from upper storey windows.</p> <p><b>Construction:</b> An extensive construction area associated with the Castleton Junction works would be clearly visible in the nearer fields and copses when viewed from parts of this property. Particularly prominent elements would be tree clearance, extensive earthworks, Castleton West Compound and large plant and equipment. The erection of the River Usk Crossing bridge supports may also be visible above an intervening ridge, although these would appear as a distant feature. The compound area would be lit at all times during the hours of darkness and the construction areas would be lit at certain periods of darkness during construction. This is likely to make the construction works more prominent during the hours of darkness from parts of this property.</p> <p><b>Year 1:</b> Newly re-graded embankments would be largely bare earth and would stand out in the view in contrast to the surrounding agricultural land and woodlands. The reduction in mature planting surrounding the roads in the Castleton junction area would result in the traffic and highway infrastructure being prominent in the view.</p> <p><b>Year 15:</b> Woodland screen planting would have softened and integrated the embankments and screened the majority of the roads and traffic, although glimpsed views of tops of lorries and the uppermost parts of highway infrastructure are likely to remain visible in places. As the baseline assessment has indicated that parts of the existing junction are visible from the property the significance of the effect of this impact is reduced.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p>	<p>Large adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
19	Two storey house "New Park Cottage" High Sensitivity	Short	<p>This isolated dwelling sits in an area of arable fields approximately 70m AOD. The undulating nature of this area restricts views to the east while offering expansive views over the Wentlooge Levels to the River Severn. Notable features from this vantage point are arable and pastoral fields, hedgerows, mature trees, pylons, roads, Marshfield Village and St. Mellons Business Park. An existing linear woodland partially screens the nearby M4.</p> <p><b>Construction:</b> Close proximity views of large scale construction activity, including construction of overbridges and major earthworks at Castleton Interchange. Existing mature tree belt is to be removed to accommodate the new section of motorway which would open up views from this dwelling and provide clear, direct and uninterrupted views of an extensive construction area.</p> <p><b>Year 1:</b> The new section of motorway of the Castleton Interchange would run very close to the dwelling, with traffic and infrastructure forming dominant elements in the foreground view. The views from this dwelling would be noticeably altered.</p> <p><b>Year 15:</b> Woodland planting would screen views to the new section of motorway from this dwelling. The new section of motorway would not alter the overall balance of features and elements within the existing views. New woodland planting would offer filtered views from the dwelling of moving traffic and the largest signs and gantries.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>No change</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p>	<p>Neutral</p>
20a	Two storey house "Penylan Farm" High Sensitivity	Short	<p>From this elevated dwelling (approximately 110m AOD) there are long distance views in the south-west/south/south-east direction over the Wentlooge Levels to the River Severn. The dwelling is surrounded by pastoral fields and bounded by mature hedgerows, intermittent trees and shrubs. Beyond this the views are of the neighbouring arable fields and woodland blocks. Views from the property are likely to include the tops of lighting columns and larger lorries associated with the existing M4.</p> <p><b>Construction:</b> Large scale construction activity within close proximity, including construction of overbridge and major earthworks at Castleton Interchange. Existing mature tree belt is to be removed to accommodate the new section of motorway which would open up views from this property and provide slightly oblique views of an extensive construction area filtered by the intervening hedgerow alongside the property. The closure of Pound Hill Bridge would reduce the amount of traffic in the area.</p> <p><b>Year 1:</b> The new section of motorway would run close to the property with traffic and infrastructure forming dominant elements in the foreground view when viewed from windows in the south facing elevation, albeit filtered by the intervening hedgerow alongside the property. Pound Hill would almost act as a lane for residence only.</p> <p><b>Year 15:</b> Large woodland planting would screen views to the new section of motorway. Views from the property would largely return to the baseline situation.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>No change</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p>	<p>Neutral</p>
20b	"Little Orchard"	Short	<p>This house lies near to the A48, approx. 40 metres south of the carriageway. However the intervening garden area drops steeply meaning the property itself is at</p>				

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	Single storey property  High sensitivity		<p>a lower elevation than the road, which limits the visual impacts of the road and its traffic from the property. Beyond the A48 to the north the ground continues to rise via a well wooded embankment to meet the existing M4 which is approx. 120m distant. To the south of the property the topography continues to drop to meet the Wentlooge Levels areas. The house is bounded by mature tree belts and buildings associated with the neighbouring Berry Hill Farm in this direction. Consequently views out beyond the garden areas to the south are intermittent and well filtered.</p> <p><b>Construction:</b> This property lies in the segment of land bordered by the existing M4 to the north and the new section of motorway to the west and south. Additionally an extensive borrow pit and stockpiling area is located immediately to the east. Large scale construction activity would therefore surround this property on all four sides at close proximity and would completely dominate the visual amenity of the residents. An existing belt of vegetation that lies to the west of the house is to be retained and would slightly reduce impacts in this direction. Earthworks associated with the formation of the new embankment to the south, the construction of bridges and flyovers to the west and excavations from the borrow pit to the east would be particularly dominant elements.</p> <p><b>Year one:</b> The property would be surrounded on three sides by busy major roads that are elevated above the property and its grounds on embankments or flyovers. Screen planting would be of little benefit for integration of structures and screening of views at this stage and the embankments and abutments, supports and decks of the flyovers would be stark and dominant. Traffic, signage, gantries and lighting would be visible from many parts of the property. The existing retained tree belts would have only a minor influence in reducing the impact of these elements, especially in the winter months.</p> <p><b>Year 15:</b> New planting and existing retained tree belts would largely screen the new section of motorway and existing M4 mainline and disguise the new landforms, integrating them into the landscape. However, taller lorries and infrastructure may still be visible over the top of screen planting and there may be glimpsed views of some of the elevated road sections associated with the flyovers. The planted embankments to the south of the property, although helping to screen and integrate the new road, would completely change the visual outlook in this direction. The property would be completely surrounded by woodland which, although not considered to be a discordant feature, would largely and permanently alter the visual amenity from this property.</p>	Major adverse  Major adverse  Major adverse	Very large adverse	Very large adverse	Large adverse
20d	Houses along Church Crescent (numbers 1-20) and Houses along Church Lane (Elm Cottage, Old Smithy,	Short	When looking west and south/south east in the direction of the new section of motorway, these properties overlook an area of small and medium sized fields with frequent mature hedgerows, linear tree belts and woodland blocks dominating the views, which creates a well wooded aspect. A mature and dense hedgerow along Church Lane generally limits views from lower storey windows to the foreground elements of the lane, the open 'village green' and the hedge. This is particularly the case for the houses along Church Lane itself; the houses around Church Crescent are slightly elevated allowing some longer range views from ground level. Despite the proximity of the A48 and the industrial estate, these properties are in a relatively tranquil and well screened area with no views of these more urban features. The				

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	Athensway Cottage, New House and The Village Hall)  Two storey properties  High sensitivity		<p>overhead powerlines and pylons are however evident above the level of the trees to the east, forming a distinct vertical feature in the view.</p> <p><b>Construction:</b> The removal of substantial areas of mature trees and tree belts would open up the views towards the new section of motorway from these properties considerably and there would be clear views of major construction operations from upper storey windows and some ground level areas. An extensive borrow pit and stock pile area lies across the field opposite these properties. A topsoil bund is proposed along the eastern edge of this area to screen direct ground level views of excavations and fill operations that would take place throughout the construction period. Retention of the existing mature hedgerow and trees along the western side of Church Lane would also help to screen many of the construction elements from gardens and ground floor windows although taller elements such as cranes, spoil heaps and formation of embankments are likely to be visible over the hedge. There would be a significant change in the views available from these properties.</p> <p><b>Year 1:</b> Restoration of the borrow-pit area and mitigation planting across this area and on the embankment slopes would not have established by year 1, and there would be views of their engineered profiles without the benefit of any softening effect from vegetation, which would result in these being dominant features in the view, particularly from upper storey windows. There would 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 trees as possible would continue to provide some screening whilst the mitigation planting matures. There would remain a significant change in the views for these receptors.</p> <p><b>Year 15:</b> By this time, woodland planting implemented as mitigation would be maturing and is likely to completely screen the new section of motorway due to its proximity to the receptors. However, this woodland planting would interrupt the open countryside views that were previously available from some parts of these properties, so although the majority of the road and associated infrastructure would no longer be visible the visual amenity for these residents would be much altered from the baseline.</p>	Major adverse	Large adverse		
				Moderate adverse		Large adverse	
				Moderate adverse			Moderate adverse
20e	Houses at the western end of Blacksmiths Way  Two storey properties  High sensitivity	short	<p>These modern detached properties are located along a narrow strip of land between the existing M4 motorway and the A48. Views from these properties in a southerly direction, towards the proposed motorway, are currently dominated by the A48 and its traffic and the large steel footbridge that spans the A48. Beyond the A48 the land drops away towards the levels, with the result that there are no long range views from the ground floor areas of these properties. The background to the views available from ground floor and front garden areas is comprised the tops of woodland blocks and tree belts. From second storey windows it is likely that longer range views would be available across the more rural area to the south of the A48.</p> <p><b>Construction:</b> Woodland removal, earthworks and large plant and equipment associated with the proposed motorway as it runs across the Berry Hill Farm area is likely to be noticeable from upper storey windows. Taller plant and equipment and stock piles across the borrow pit area alongside Church Lane will also be visible although again, this would largely be from upper storeys. Some of the woodland</p>	Moderate adverse	Moderate adverse		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>removal may be perceptible from ground floor areas as the tops of the woodland areas will disappear from the views. Houses at the far western end of Blacksmiths Way, which are orientated more to the south west, may just be able to see glimpses of some of the woodland clearance, earthworks and flyover construction associated with the Castleton Junction works, especially from upper storey windows. However, views of these elements will be partly obscured by dense mature tree belts alongside the A48 that will remain unaffected by the proposed new section of motorway. The significance of effect would be reduced due to most of the changes only being perceptible from upper storey windows.</p> <p><b>Year 1:</b> The elevated section of the proposed new section of motorway as it passes over the A48 and associated traffic may just be visible between and through intervening vegetation from the upper storeys of the two houses at the far end of Blacksmiths Way. The new section of motorway as it sweeps towards Imperial Park and associated traffic and infrastructure may be visible from houses nearest the A48 footbridge. These properties are also likely to have views of the newly restored and planted borrow pit area adjacent to Church Lane. Views of these elements will largely be restricted to upper storey views. There will be a noticeable reduction in the areas of woodland and tree belts visible in the views available across the Berry Hill Farm area. The significance of effect would be reduced due to most of the changes only being perceptible from upper storey windows.</p> <p><b>Year 15:</b> Proposed woodland planting across the borrow pit area and alongside the new section of motorway in this area will have matured and will have begun to replace the woodland areas removed. The road and its traffic would largely be screened from these properties. The elevated section of the proposed M4 as it passes over the A48 and associated traffic may just remain visible between and through intervening vegetation from the upper storeys of the two houses at the far end of Blacksmiths Way. The significance of effect would be reduced due to most of the changes only being perceptible from upper storey windows.</p>	<p>Moderate adverse</p> <p>Negligible adverse</p>		<p>Moderate adverse</p> <p>Slight adverse</p>	
21	<p>Single storey houses</p> <p>“Steepholm”</p> <p>“Flatholm”</p> <p>High sensitivity</p>	Middle	<p>These properties benefit from expansive and wide reaching views to the south and south east. The ground is undulating with a foreground of pastoral fields bordered by managed hedgerows with intermittent trees. Beyond these the view includes frequent pockets of mature woodland vegetation, particularly where the rural landscape meets urban areas. There are distant views across the Wentlooge Levels in a south easterly direction to the Newport Docks area and the River Severn beyond. Numerous vertical elements such as wind turbines, pylons and chimneys across the Newport industrial areas can be seen in the distance. The existing M4 Castleton interchange (junction 29) cannot be seen from these properties; the road network is in cutting and is therefore screened by topography as well as existing vegetation.</p> <p><b>Construction:</b> There would be no views of excavation and construction at the Castleton Junction (junction 29) due to the falling ground and topography shielding. There would be perceptible middle distance views of intermittent sections of the new section of motorway construction although this would frequently be screened by intervening buildings and vegetation near to the new section of motorway. There would be long distance views of the proposed bridge construction over the River Ebbw and the South Docks area, including immense cranes and lifting equipment.</p>	Minor adverse	Slight adverse		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p><b>Year 1:</b> The moving traffic on the new section of motorway would be just perceptible from this vantage point, although it would most frequently be seen in the context of nearby industrial areas at Imperial Park and so would not be highly noticeable at the distances involved. The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by the expansiveness of the views. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p><b>Year 15:</b> Proposed screen planting along with existing vegetation would further limit the visibility of the new section of motorway. The influence of the River Usk Crossing on visual amenity would remain the same as year 1.</p>	<p>Minor beneficial</p> <p>Minor beneficial</p>		<p>Slight beneficial</p> <p>Slight beneficial</p>	
24	<p>Two storey house</p> <p>No. 4 Penylan Road</p> <p>High sensitivity</p>	Middle	<p>This property benefits from expansive and wide reaching views to the south and south east. The ground is undulating with a foreground of pastoral fields bordered by managed hedgerows with intermittent trees and woodland areas on valley sides. Beyond these the view across the levels and industrial areas is diverse and complex. Noticeable features include large industrial buildings on Imperial Park, numerous vertical elements such as wind turbines, pylons and chimneys across the Newport industrial areas and existing bridges across the Usk River.</p> <p><b>Construction:</b> There would be perceptible middle distance views of intermittent sections of the new section of motorway construction although this would frequently be screened by intervening buildings and vegetation near to the new section of motorway. There would be long distance views of the proposed bridge construction over the River Ebbw and the South Docks area, including immense cranes and lifting equipment.</p> <p><b>Year 1:</b> The moving traffic on the new section of motorway would be just perceptible from this vantage point, although it would most frequently be seen in the context of nearby industrial areas at Imperial Park and so would not be highly noticeable at the distances involved. The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by the expansiveness of the views. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p><b>Year 15:</b> Proposed screen planting along with existing vegetation would further limit the visibility of the new section of motorway. The influence of the River Usk Crossing on visual amenity would remain the same as year 1.</p>	<p>Minor adverse</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p>	<p>Slight beneficial</p> <p>Slight beneficial</p>	
26a	<p>Properties along the southern end of Moor King Close and Cyprus Drive on the eastern</p>	Middle	<p>The existing terrain in this area is flat. Mature vegetation and St. Mellons Business Park mean there are only partial views from second storey windows in the north/north-east direction towards the Castleton Junction (Junction 29). Foreground views are rural with semi-improved grassland bounded by mature hedgerows with intermittent trees and shrubs.</p> <p><b>Construction:</b> Woodland clearance at Castleton Junction may be just about</p>	<p>Minor adverse</p>	<p>Slight adverse</p>		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	edge of St Mellons  Two storey houses  High sensitivity		discernible from these properties, along with construction activity associated with the earthworks and formation of bridges and fly overs. However any views from these receptors would often be filtered by intervening vegetation and be most readily apparent from upper storey windows only.  <b>Year 1:</b> The moving traffic on the New section of motorway raised embankment and link roads would be perceptible but at the distances involved and due to intervening vegetation this would not alter the overall balance of features and elements that comprise the existing view.  <b>Year 15:</b> Extensive woodland planting would screen views to the new section of motorway. At this distance taller elements that may still be apparent over the top of screen planting would be barely perceptible.	Minor adverse    Negligible adverse		Slight adverse	Slight adverse  Neutral
26b	Two storey houses between the B4487 and Greenway Road, St Mellons  Canopus Close Old Hill Meadvale Road Greenway Road  High sensitivity	Middle	These properties are located on the steeply sloping land between the B4487 and Greenway Road, St Mellons. It is this topography that affords some properties in this area longer range views out across the surrounding areas as views are available above surrounding houses. These longer range views are generally only available from upper storeys.  <b>Construction:</b> The woodland clearance associated with the Castleton Junction works and earthworks to form new cutting faces and excavations from borrow pits may just be discernible at a distance of between approximately 3.8 to 4.1 km. These elements would only be visible from a proportion of the properties along these streets depending on their orientation and generally would only be available from upper storey windows. A number of properties would have direct views but many would be sharply oblique.  <b>Year 1:</b> Bare cutting faces and traffic moving along the westernmost sections of the Castleton Junction may just be discernible from a limited number of properties for the reasons described above.  <b>Year 15:</b> Woodland screen planting would have matured and would be expected to completely screen the new section of motorway from this area. The visual amenity would return to the baseline situation.	Negligible adverse    Negligible adverse   No change	Slight adverse	Slight adverse	Neutral
26c	Two Storey houses on the highest ground of Llanrumney adjacent to open space  Elgar Crescent Washford Avenue Parracombe Crescent Parracombe	Middle	These properties are located along the south eastern edge of the area of public open space that winds through the Llanrumney housing areas. It is this location with open ground immediately adjacent, along with their situation on the upper slopes of a valley, which results in them having open and expansive views compared to the rest of this part of Llanrumney. A number (but not all) of the houses on these streets have elevated views of the undulating countryside beyond the suburban foreground, which includes the well wooded Castleton Ridge.  <b>Construction:</b> The woodland clearance associated with the Castleton Junction works and earthworks to form new cutting faces and excavate from borrow pits may just be discernible at a distance of between approximately 3.6 to 4.4 km. These elements would only be visible from a proportion of the properties along these streets as houses that do not front the public open space have their views blocked by intervening buildings. A number of properties would have direct views but many would be sharply oblique.	Negligible adverse	Slight adverse		



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
	Close  High Sensitivity		<p><b>Year 1:</b> Bare cutting faces and traffic moving along the westernmost sections of the Castleton Junction may just be discernible from a limited number of properties for the reasons described above.</p> <p><b>Year 15:</b> Woodland screen planting would have matured and would be expected to completely screen the new section of motorway from this area. The visual amenity would return to the baseline situation.</p>	<p>Negligible adverse</p> <p>No change</p>		Slight adverse	Neutral
27	Houses along the B4239 as it runs parallel to the Rhosog Fawr Reen  6 Detached Two storey houses and Bungalows  High sensitivity	Middle	<p>Apart from Peterstone House which is bounded by thick evergreen trees and hedgerows, the properties along this road have open expansive views north over the Wentlooge Levels towards the rising ground associated with the M4 Castleton Junction (Junction 29). Moving traffic along the Castleton Interchange is occasionally discernible in gaps in the trees. Foreground views are of the Rhosog Fawr Reen, semi-improved grassland bounded by mature hedgerows and intermittent trees and the South Wales to London Mainline railway. Vertical elements found in this area consist of a number of wind turbines, Pylons and farm sheds.</p> <p><b>Construction:</b> There would be middle distance views of the Castleton Junction construction area rising up above The Levels from these properties. Extensive tree clearance, earthworks and construction activity would be perceptible in the views available although intervening vegetation and buildings would screen and/or filter views from some parts of these properties.</p> <p><b>Year 1:</b> Moving traffic along Castleton Junction and the newly formed embankments would be visible from some parts of these properties.</p> <p><b>Year 15:</b> Woodland planting implemented as part of the new section of motorway would largely conceal the traffic and infrastructure of Castleton Junction. Views from these properties would largely return to the baseline situation.</p>	<p>Moderate adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	Moderate adverse	Slight adverse	Slight adverse
29	Approx. 14 properties along Wentlooge Avenue, Broadstreet Common and in Peterstone Wentlooge  High sensitivity	Middle	<p>Peterstone Wentlooge village comprises a mixture of detached and semi-detached residential houses. The village is surrounded by thick vegetation, screening views in the direction of the new section of motorway. However the properties along Wentlooge Avenue have more open and expansive views looking north towards the M4 Castleton Junction area (Junction 29) and moving traffic in this area is just visible in the view. The foreground beyond Wentlooge Avenue comprises arable fields bordered by reens and continuous hedgerows with intermittent trees. Across the levels the positioning of the pylons fragments this peaceful pleasant landscape. The views across the levels show flat ground rising up to the Interchange with wind turbines on the distant hills.</p> <p><b>Construction:</b> There would be middle distance views of the Castleton Junction</p>	Moderate adverse	Moderate		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>construction area rising up above The Levels from properties along the more open sections of Wentlooge Road and Broadstreet Common. Extensive tree clearance and earthworks and construction activity would be perceptible in the views available although intervening vegetation and buildings would screen and/or filter views from parts of most properties.</p> <p><b>Year 1:</b> Moving traffic along Castleton Interchange and the newly formed embankments would be visible from some parts of properties along these roads. The exact nature and extent of views cannot be determined from publicly accessible areas.</p> <p><b>Year 15:</b> Woodland planting implemented as part of the new section of motorway would largely conceal the traffic and infrastructure of Castleton Junction. Views from these properties would largely return to the baseline situation.</p>	Minor adverse	adverse	Slight adverse	Slight adverse
34a	<p>Approx. 8 Properties along the B4239 between "Orchard Farm and Cherry Orchard"</p> <p>Two Storey Houses</p> <p>High sensitivity</p>	Middle	<p>These properties have only intermittent and filtered views out across the surrounding landscape due to intervening nearby vegetation around the property boundaries and adjacent fields. From second storey windows there are likely to be glimpsed views of the rising ground associated with the Castleton Junction (Junction 29) and the larger buildings on the Imperial Business Park. The surrounding landscape is flat and contains a mixture of pastoral and arable fields bounded by continuous hedgerows with intermittent trees.</p> <p><b>Construction:</b> There may be middle distance views of the Castleton Junction construction area rising up above The Levels from properties along the more open sections of road. Extensive tree clearance, earthworks and construction activity would be perceptible in these views although intervening vegetation and buildings would screen and/or filter views from parts of most properties. Buildings on the Imperial Park industrial area may become more evident due to woodland clearance. The limited number of clear views reduces the magnitude and significance of effect.</p> <p><b>Year 1:</b> Moving traffic along Castleton Junction and the newly formed embankments may be visible from some parts of properties in this area. The exact nature and extent of views cannot be determined from publicly accessible areas. Some buildings in Imperial Park would still be seen.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would largely conceal traffic and infrastructure on the Castleton Interchange from this view. Views from these properties would largely return to the baseline situation.</p>	Minor adverse	Slight adverse	Slight adverse	Slight adverse
				Negligible adverse			Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
34b	Sutton House  Two storey House  High sensitivity	Middle distance	<p>This property has only intermittent and filtered views out across the surrounding landscape due to intervening mature vegetation within and around the property boundaries and around adjacent fields. The surrounding landscape is flat and contains a mixture of pastoral and arable fields bounded by hedgerows and tree belts to the north and west with the open estuary landscape to the south and east. From a limited number of second storey windows there are likely to be glimpsed views of the larger structures associated with the Newport Docks industrial areas visible above intervening trees to the north east.</p> <p><b>Construction:</b> There may be limited views of the construction of the Usk Bridge piers between and through intervening vegetation. Due to the orientation of this property only a limited number of second storey windows would afford views of this element.</p> <p><b>Year 1:</b> There may be limited views of the Usk Bridge piers between and through intervening vegetation. Due to the orientation of this property only a limited number of second storey windows would afford views of this element.</p> <p><b>Year 15:</b> As for year 1</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
39a	4 Properties along Lighthouse Road between "New House" and "Pound Farm"  Two storey houses  High sensitivity	Middle	<p>From the second storey windows on the rear of these properties the flat terrain of the Wentlooge Levels provides direct and open views to the east towards Alexandra Docks, the Transporter and SDR Bridge. In the foreground in this direction rough pastoral fields and farmland are bounded by reens and continuous hedgerows with intermittent trees which, along with mature vegetation in the grounds of the properties, filters views from ground level. Vertical elements in the views available in this direction include pylons, cranes, wind turbines, bridges and chimney stacks. There are no views out from the front of these houses towards the new section of motorway elements that lie to the west due to a mature, wide tree belt along the western side of Lighthouse Road and northern side of Green Lane.</p> <p><b>Construction:</b> There would be middle distance views of the proposed bridge construction over the River Ebbw and the South Docks area. Glimpses of the new section of motorway construction area associated with the bridge approaches are also possible from parts of these properties. Cranes and heavy machinery would be visible during the construction of the bridge and connecting roads although these would be seen in the context of existing large scale industrial elements. These views would mainly be from upper storey windows due to Intervening foreground vegetation and buildings which reduces the significance of effect.</p> <p><b>Year 1:</b> Glimpses of traffic and infrastructure on the bridge approaches are possible from parts of these properties. The River Usk Crossing would be a highly noticeable feature in the view and the piers would rise some distance into the previously uncluttered skyline.</p> <p><b>Year 15:</b> Views of moving traffic on the new section of motorway are likely to still be visible from limited parts of these properties. The River Usk Crossing would be dominant feature of the view.</p>	<p>Moderate adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
39b	<p>Pear Tree Cottage, house adjacent to Pear Tree Cottage (UNKNOWN NAME) and Dulce Domum</p> <p>Two storey houses along Lighthouse Road</p> <p>High sensitivity</p>	Short	<p>To the front looking west these properties have open views out over the nearby low lying open fields. These are generally bordered with reed lined reens with occasional low cut hedges. The newly constructed house adjacent to Pear Tree Cottage has more limited views out due to mature trees and shrubs along the property frontage. Beyond the foreground of fields the larger industrial units in the Imperial Park area are clearly visible in the middle distance, standing out above intervening vegetation against the rising ground beyond, and there are numerous pylons marching across the view and breaking the horizon line. These urban elements detract from the otherwise rural landscape in this direction. From the rear of these properties looking to the east, the near and middle distance of the views available are also comprised open fields bounded by reens and low hedgerows. Beyond these the large buildings and chimneys associated with the River Usk Industrial Area and Alexandra Docks area are clearly visible approx. 2 to 3 km distant.</p> <p><b>Construction:</b> Residents of these properties would be able to see numerous sections of the new section of motorway construction area. To the west the tree clearance and earthworks associated with the Castleton Junction area may just be visible in the distance beyond the Imperial Park Industrial area. Approximately 0.8km away the construction of the bridge to take the new section of motorway over the South Wales to London Mainline is likely to be visible beyond the foreground of fields. Tree clearance, earthworks and larger plant and equipment associated with the new section of motorway construction area would be visible sweeping around in the view in front of the Imperial Park Industrial area until it disappears behind the buildings and trees associated with Ty-hir Cottage and Railway Cottage located further north up Lighthouse Road. To the east views from the rear of these properties are likely to include the construction of the River Usk crossing.</p> <p><b>Year 1:</b> Parts of the new section of motorway are likely to remain easily discernible in views to the west. The bare embankments associated with the railway crossing along with moving traffic and larger signs and gantries are likely to be the most noticeable and detracting elements of the new section of motorway within the view. Beyond these, traffic moving along the higher parts of the Castleton Junction may just be visible, although at the distances involved this would not be readily apparent. To the east, from the rear of the properties, the piers and cables associated with the bridge over the River Usk would be visible amongst the existing vertical elements such as turbines and chimneys and it is possible that the deck and traffic moving along it may also be visible.</p> <p><b>Year 15:</b> Screen planting would have matured by this stage and would be expected to soften and integrate embankments and highway structures such as bridges. It would screen the majority of the new section of motorway from these properties. Taller lorries and the tops of signs and gantries may still be visible, particularly at the point the new section of motorway crosses the South Wales to London Mainline. The visibility of the bridge over the River Usk would remain the same as for year 1.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
42	Two storey farm house  "Maerdy"  High Sensitivity	Short	<p>This isolated dwelling sits in an area of flat, arable fields bounded by a mixture of reens and hedgerows with open views in many directions, although mature vegetation and outbuildings within the property boundaries and trees alongside the access track and nearby South Wales to London Mainline block and filter these views from some parts of the property. The view north is one of open arable fields, although the industrial buildings and units on Imperial Park are prominent urban elements in the middle distance. Beyond this there are long distance views of the hills north of the existing M4, comprising mature woodland and fields defined by hedgerows.</p> <p><b>Construction:</b> There would be close proximity views north and east of large scale construction activity, including the Main Compound, major earthworks to form embankments, overbridges and Water Treatment Area 4. The existing mature tree belt around the edges of Imperial Park is to be removed to accommodate the new section of motorway which would open up views from this dwelling of an extensive construction area with the buildings of Imperial Park beyond, albeit mature trees within the property boundaries would provide some screening from parts of the property. The Main Compound would be lit at all times during the hours of darkness and this would make this element particularly prominent at all times.</p> <p><b>Year 1:</b> The new section of motorway would run very close to the property, with direct views onto moving traffic and infrastructure such as signs and gantries. There would be direct views of the overbridge across the new section of motorway and Water Treatment Area 4 and the new section of motorway as it rises over the South Wales to London Mainline is likely to be clearly visible to the east. The balance of the immediate landscape would be changed from one that is still largely rural despite the industrial buildings to the north to a landscape that is much more urban with the motorway dominating the view north.</p> <p><b>Year 15:</b> Woodland planting would help to screen views to the new section of motorway to the north of this dwelling, although views of traffic and infrastructure are likely to remain visible to the north east due to the more open nature of the new section of motorway in this direction. Views would continue to encompass the elevated section over the railway and Water Treatment Area 4.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Moderate adverse</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>
44	Two storey farm house  "Hawse Farm"  High Sensitivity	Middle	<p>This isolated dwelling on Hawse Lane sits in an area of flat, arable fields with open uninterrupted views in all directions. The fields are also often defined by well maintained reens which add to the diversity of the landscape. There are very open views north along Hawse Lane itself of pastoral fields defined by hedgerows that contain intermittent small and larger specimen trees. Beyond this there are long distance views of the hills north of the existing M4, comprising mature woodland and fields defined by hedgerows. Views to the east and west are open but because of the flat elevation and the existing vegetation they are limited in extent. There are many pylons which are visible above the tree lines which add an urban element into an otherwise rural landscape, with existing large scale industrial buildings at Coedkernew being screened by existing vegetation.</p> <p><b>Construction:</b> There would be middle to long distance glimpsed views north and east of large scale construction activity such as major earthworks and the signs and gantries. However, existing vegetation would screen most of the construction. There would be long distance views north of the very large scale earthworks at Castleton Junction. However, at this distance the impact of these views would not</p>	<p>Negligible adverse</p>	<p>Slight adverse</p>		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>be significant.</p> <p><b>Year 1:</b> There would be middle to long distance glimpsed views north and east of the motorway. It is anticipated that elements of the new section of motorway would be visible as would the large elevated Junction, large scale construction activity such as major earthworks and the signs and gantries. However, existing vegetation would screen most of the new section of motorway. There would be long distance views north of Castleton Interchange. However, at this distance the impact of these views would not be significant.</p> <p><b>Year 15:</b> Woodland planting would help to screen views to the new section of motorway from this dwelling. There may be glimpsed middle views north of the new section of motorway and Castleton Interchange. However, as a result of the combined effects of the existing vegetative screening and the mitigation the impact of these views would not be significant.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p>		<p>Slight adverse</p> <p>Slight adverse</p>	
45a	<p>Two storey house</p> <p>“Whitecross Farm”</p> <p>High Sensitivity</p>	Short	<p>This property on Lighthouse Road lies immediately adjacent to the South Wales to London Mainline. The house is enclosed on all sides by mature trees within the property boundaries, which limits visibility outwards across the surrounding landscape. However, there are likely to be glimpsed and filtered views south, east and west over the Wentlooge Levels area, especially from upper stories. The landscape in these directions is predominantly a rural one of large fields defined by low hedgerows and reed lined reens although there are also many urban elements; numerous pylons cross the landscape and the industrial area around the River Usk is visible in the distance.</p> <p><b>Construction:</b> There would be glimpsed and filtered views south through and around the intervening vegetation over an extensive construction area in close proximity. Major earthworks and large plant and equipment for both the construction of the new section of motorway and the Lighthouse Road overbridge would be particularly dominant elements. The overbridge in particular would dominate views south as it would be a noticeable tall element within a generally flat, open landscape. The construction of the River Usk Crossing may also just be visible in the distance.</p> <p><b>Year 1:</b> The new section of motorway would run close to the property with traffic and infrastructure forming dominant elements in the foreground view when viewed from windows in the south facing elevation, albeit filtered by the intervening vegetation in the immediate vicinity of the dwelling. There would be direct, very close proximity glimpsed and filtered views towards the Lighthouse Road overbridge and traffic moving over it, which would continue to be a dominant feature within views in this direction. The piers and cables of the River Usk Crossing may also just be visible in the distance. The character of views available from this property would be fundamentally altered with the introduction of large scale urban elements.</p> <p><b>Year 15:</b> There is no woodland planting proposed along the new section of motorway in this area so views towards this element would remain largely unchanged, although existing intervening vegetation would have continued to grow and would provide a degree of additional screening. Proposed tree and shrub planting on the Lighthouse Road overbridge embankments would filter and partially screen traffic moving over the bridge and soften and integrate the engineered structures.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Very Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
45b	Fair Orchard Farmhouse  Two storey property  High sensitivity	Short	<p>To the front this property looks out across a flat rural landscape with an irregular pattern of open level fields bounded by the reens and ditches, or by managed, low hedgerows with occasional hedgerow trees. There are occasional woodland pockets and lines of trees and shrubs following the reens or forming shelterbelts. Beyond this, across the hedgerows and tree belts, there are intermittent views of the undulating higher ground to the north, with glimpses of the large pale coloured industrial buildings at the Imperial Park Industrial Estate at Coedkernew in between. Numerous large pylons are present in the view. To the rear the property looks out across the adjacent agricultural buildings and large areas of hardstanding associated with the farm complex, with glimpsed views of the farmland beyond.</p> <p><b>Construction:</b> The new section of motorway would lie approximately 200m to the north of this property. However, the embankments of the re-aligned road approaching the new Lighthouse Road bridge would be much closer and would extend up to the farm access in the foreground, with the existing road forming the new farm access road. There would be direct, near and open views across an expansive construction site from the front of the property with views including major earthworks and bridge construction associated with the construction of the new Lighthouse Road Bridge involving large plant and equipment. Construction of the new section of motorway would also be visible from both the front and rear facing windows and garden areas.</p> <p><b>Year 1:</b> The new section of motorway would be on low embankments as it crosses this view, thereby increasing its visibility from both the rear and front of this property. In addition to this, the realigned B4239 and the new Lighthouse Road overbridge and associated embankments would be clearly visible in close proximity to the windows at the front. New shrub planting along the embankments would not be contributing to the landscape at this stage, and the embankment slopes would emphasise the line of the new and realigned roads. Moving traffic and vertical highway features such as gantries, signage and lighting would be highly visible detracting features.</p> <p><b>Year 15:</b> Intermittent new tree and shrub planting and hedgerows would have matured sufficiently to begin softening the engineered profile of the embankment slopes and screening views of new section of motorway. However filtered and glimpsed views of the bridge, moving traffic and highway infrastructure would remain and these would be noticeable features in the views available from many parts of this property.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Moderate adverse</p>	<p>Very large adverse</p>	<p>Very large adverse</p>	<p>Large adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
45c	Ty-hir Cottage and Railway Cottage  Two storey houses  High sensitivity	Short	<p>The grounds of these adjacent properties are bounded by mature tree belts and also contain several large outbuildings. These elements limit views out across the surrounding agricultural landscape. Glimpsed and intermittent views only are available of the surrounding fields, reens and hedgerows.</p> <p><b>Construction:</b> The new section of motorway runs approximately 170 metres from these properties at its closest point and additionally the construction of the bridge over the railway line and the new lighthouse road bridge are nearby. Extensive construction areas including significant earthworks to form bridges and embankments would be visible from some parts of these properties. The filtered and glimpsed nature of the views available would lessen the significance of effect.</p> <p><b>Year 1:</b> Parts of the new section of motorway and highway infrastructure and traffic moving along parts of the new section of motorway are likely to be visible in places, especially where the new section of motorway is elevated over the railway bridges and traffic travelling over the Lighthouse Road Bridge. The bridges themselves may be glimpsed through and around intervening buildings and vegetation. The filtered and glimpsed nature of the views available would lessen the significance of effect.</p> <p><b>Year 15:</b> There is little screening proposed for the section of new section of motorway closest to these properties due to space constraints. Glimpsed and filtered views of moving traffic and highway infrastructure would remain. However, screen planting would have begun to integrate the bridge structures and reduce their visibility from these properties. The filtered and glimpsed nature of the views available would lessen the significance of effect.</p>	Moderate adverse  Moderate adverse  Minor adverse	Moderate adverse	Moderate adverse	Slight adverse
45d	New Dairy Farmhouse  Two storey house  High sensitivity	Short	<p><i>There is no public access that runs near to this property as it is situated a long way down private farm access tracks. Assessment is based on the nearest representative viewpoint descriptions photographs (23 and 24) and aerial photographic imagery.</i></p> <p>This property is located to the south of an expansive area of farm buildings which would appear to block views to the north. To the north west is more open and the view is comprised of low lying, flat irregular fields bounded by a mixture of reens, tree belts and hedges with the buildings associated with houses and farms along Lighthouse Road likely to be visible beyond this. To the north east the property is bounded by mature trees which would filter views outwards in this direction. Beyond these boundary trees, flat open fields lead to the Ebbw River which lies approximately 560 metres distant. Beyond the Ebbw River lie the industrial areas associated with the Alexandra Docks and Uskmouth industrial areas. The large industrial units, chimneys, pylons and wind turbines associated with these areas create an urban outlook and are likely to be visible from this property, albeit filtered by the intervening trees and most apparent from second storey windows.</p> <p><b>Construction:</b> The construction area associated with the new section of motorway as it runs between Lighthouse Road and the New Dairy Farm overbridge is likely to be visible from garden areas to the north west of this property and windows on the north and west rear elevations, although there appears to be a limited number of windows on these elevations and views are likely to be oblique. This would limit the significance of effect. The site would be in close proximity at approximately 300 metres distant and earthworks and plant and equipment are likely to be clearly visible. Construction areas immediately to the north, including the construction of the New Dairy Farm Overbridge, are likely to be obscured by intervening buildings.</p>	Major adverse	Large adverse		



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>As the new section of motorway continues east over the Ebbw River and beyond this to the River Usk Crossing the construction area for this section and the New Dairy Farm Overbridge Compound is likely to be intermittently visible from garden areas to the north east of the property and windows on the north and east rear elevations, albeit filtered and intermittently screened by intervening vegetation. The construction of the bridge piers and cables and the cranes and lifting equipment associated with this, are likely to be particularly apparent due to their height, although this would coalesce to some degree with the existing tall vertical elements in the baseline view. The compound would be lit at all times during the hours of darkness increasing the prominence of this element.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway, between Lighthouse Road bridge and the New Dairy Farm the overbridge along with signs, gantries and lighting columns are likely to be clearly visible from some windows and garden areas to the north west. The significance of effect of these impacts would be reduced due to the limited number of windows and oblique nature of the views. Traffic and highway infrastructure would also be seen as the road continues to head east into the industrial areas and elevations to the north west of the property. Higher parts of the River Usk Crossing are also likely to be apparent in the view although intervening trees would filter views to some extent.</p> <p><b>Year 15:</b> There is limited screen planting proposed along the areas of the new section of motorway visible from this property. Traffic, infrastructure and bridges would remain visible from a limited number of windows and some rear garden areas. Significance of effect is reduced due to the limited number of windows subject to the change and oblique nature of the views.</p>	Moderate adverse		Moderate adverse	
46	Two and three storey houses  "Manor Park, Duffryn, Newport"  High Sensitivity	Short	<p>These houses have two and three stories that have glimpsed views south through the extensive vegetation that exists along the South Wales to London Mainline. The houses are located in a residential estate and thus the landscape has an essentially urban character. However, the extent of mature woodland to the south and subsequent pastoral fields form a very significant and pleasant rural border that gives the overall landscape a more mixed and verdant outlook. The estate has a tranquil feel as it is away from major roads. The South Wales to London Mainline is extensively screened.</p> <p><b>Construction:</b> There would be glimpsed views south onto large scale construction activity including earthworks and any construction machinery, though the extensive existing screening would filter and obscure these views significantly. The Lighthouse Road overbridge would likewise be visible looking south but predominantly as glimpsed views, especially as there is an existing intervening overbridge over the rail line.</p> <p><b>Year 1:</b> It is anticipated that views south to the new section of motorway would be glimpsed and limited due to the extent of existing intervening vegetation and proposed mitigation. However, the landscape character would change to a more urban one especially given the noise that would be very audible throughout the residential estate.</p> <p><b>Year 15:</b> Similar to year 1, views south to the new section of motorway would be glimpsed and limited due to the extent of existing intervening vegetation and proposed mitigation. However, the landscape character would change to a more urban one especially given the noise that would be very audible throughout the</p>	Minor adverse	Slight adverse		
				Minor adverse		Slight adverse	
				Minor adverse			Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			residential estate.				
47	Houses along the south west and south east edges of Duffryn housing estates *  Two and three storey houses  High sensitivity		<p>These 2 and 3 storey houses overlook the Wentlooge Levels landscape, which in this area comprises low lying flat fields bordered by reens which are frequently tree lined. The landscape also includes a number of detracting urban features such as pylons, an electricity sub-station and the South Wales to London Mainline railway. The majority of properties have no open views across the surrounding landscape from ground floor and garden areas due to the screening effect of intervening vegetation along Percoed Reen and fences around the boundary of the housing area. However, views over the surrounding landscape to the south are often available from second and third storey windows, albeit filtered by mature tree belts. For some properties orientated towards the Levels area these views are direct but for many properties these views are acutely oblique.</p> <p><b>Construction:</b> Intervening mature vegetation and fences obstruct views across to the new section of motorway from ground level. However, glimpsed and filtered views are likely to be available from a number of properties from second and third storey windows. Where these views are available the view would encompass an extensive construction area sweeping around in an arc approximately 350 metres distant which would include the construction of Water Treatment Area 4, Duffryn West Compound, the railway bridge, Lighthouse Road bridge and more than 2 km of the new section of motorway. There would be a combination of direct and oblique views depending on the orientation of individual properties. The compound would be lit at all times during the hours of darkness increasing the prominence of this element.</p> <p><b>Year 1:</b> Views from some upper storey windows are likely to include glimpsed and filtered views of the new section of motorway. Noise barriers are proposed along the northern side of the motorway in this area. This element would be prominent, with only taller vans and lorries appearing above. Tops of signs, Water Treatment Area 4, the railway bridge and Lighthouse Road bridge would also be visible in the views from a number of these properties. There would be a combination of direct and oblique views depending on the orientation of individual properties.</p> <p><b>Year 15:</b> Linear belts of trees along some of the new section of motorway, as well as existing vegetation being in full leaf, would screen much of the new section of motorway within the view. However, receptors at an elevated position are likely to have intermittent and glimpsed views of the noise fence and moving traffic above it, particularly as it moves across the new section of motorway elevated over the railway line.</p> <p>* Oxwich Grove, Bronllys Grove, Pennard Close, Oystermouth Way, Kidwelly Close, Longtown Grove, Old Castle Close, Tenby Close, White Avenue and Castell Coch Drive</p>	Major adverse  Major adverse  Moderate adverse	Large adverse	Large adverse	Moderate adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
50	Two and three storey houses  "Edney View"  High Sensitivity	Middle	<p>These houses have two and three stories that have direct middle and long open, broad views south and south east across the Ebbw flood plain. The landscape is essentially a rural one and comprises open pastoral fields defined by hedgerows together with blocks of mature and semi-mature woodland. There are many reens that cross the landscape. There are many pylons and wind turbines that add an urban element into the rural landscape, as do the large scale industrial buildings on the east side of the Ebbw and the long distance view of the Usk Power Company chimney stack that can be seen over the top of the trees. The overall quality of the landscape is fair, however as the landscape components, such as the extensive planted woodland along the Ebbw and the maintained flood plain, mitigate somewhat against these urban elements.</p> <p><b>Construction:</b> The existing vegetation would largely screen the construction of the new section of motorway and it's not anticipated there would be any significant views. There would be middle and long distance views south east of the construction of the bridge over the Usk and Ebbw. The piers would be very prominent above the existing tree line.</p> <p><b>Year 1:</b> The bridge would become a prominent, probably the dominant, landscape feature as one looks south east. The open nature of the existing landscape would be changed. The bridge would bring in a very significant urban element into the rural landscape</p> <p><b>Year 15:</b> As for year 1.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p>	<p>Moderate adverse</p>
51, 52	Two and three storey houses  "Stow Park Crescent and Stow Park Avenue, Newport"  High Sensitivity	Long	<p>These two and three storey houses are located on high ground near Newport town centre and they have broad views south east across the Usk and to the Severn Estuary beyond. The view is expansive and contains a great many landscape elements, including the South Wales to London Mainline, Newport docks, the transporter bridge and the woodland blocks and fields of the flood plain of the Ebbw. There are many vertical elements such as pylons, chimney stacks and wind turbines. Together with the many large scale industrial buildings the view is an interesting mix of human activity and natural landscape, though viewed from this vantage point the landscape appears as predominantly urban and industrial.</p> <p><b>Construction:</b> There is likely to be long distance views of the construction of the new section of motorway from some properties but this element would be barely perceptible within the wider landscape at this distance. There would be long distance views of the construction of the bridge across the Usk and the Ebbw. This large scale element and the immense cranes required to construct it would be more noticeable in the view, although they would coalesce to some degree with the surrounding industrial area and would not be dominant due to the expansive nature of the views.</p> <p><b>Year 1:</b> The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by the expansiveness of the views. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p><b>Year 15:</b> As for year 1.</p>	<p>Minor adverse</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p>	<p>Slight beneficial</p>	<p>Slight beneficial</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
53, 54	Two storey houses  "Keats Close, Maesfield Vale Gaer Road"  High sensitivity	Long	<p>From the Gaer residential estate views are dramatic, broad and panoramic south and east across the entire Usk and Ebbw rivers and the low land around Newport. The view extends to the Severn Estuary and the hills on the English side of the estuary. The view is expansive and contains a great many landscape elements, including the South Wales to London Mainline, Newport docks, the transporter bridge and the natural landscape of the Gwent Levels. There are many vertical elements within this view, comprising pylons, wind turbines and industrial chimney stacks. Viewed from this distance and elevation the view encompasses much of the activity of the town of Newport but also sets the town within its landscape context of the Gwent Levels and the Severn Estuary.</p> <p><b>Construction:</b> There is likely to be long distance views of the construction of the new section of motorway from some properties but this element would be barely perceptible within the wider landscape at this distance. There would be long distance views of the construction of the bridge across the Usk and the Ebbw. This large scale element and the immense cranes required to construct it would be more noticeable in the view, although they would coalesce to some degree with the surrounding industrial area and would not be dominant due to the expansive nature of the views.</p> <p><b>Year 1:</b> The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by the expansiveness of the views. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p><b>Year 15:</b> As for year 1.</p>	<p>Minor adverse</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p>	<p>Slight beneficial</p>	<p>Slight beneficial</p>
56	Corporation Road housing development along east edge of River Usk embankment on Argosy Way  2-4 storey houses/apartments  High Sensitivity	Middle	<p>Windows of properties facing to the south and southwest have foreground views onto and across the River Usk offering views of the higher elements associated with the Usk crossing. Embankments of the river meander south to join the Severn Estuary with ground above the water line containing linear belts of trees and shrub creating breaks in the view. Residential development to the west side of the river can be seen from this vantage point. Clear views of the bridge at Spittles Point and the historic Transporter Bridge can be seen largely because of the height and contrast of the structure across level ground behind. Taller elements such as pylons, wind turbines and cranes associated with the commercial parts of Newport further South are also clearly visible. Residential properties with windows facing south southwest would have views of the bridge piers located approximately 2km away.</p> <p><b>Construction:</b> Large scale construction activity aiding the construction of the River Usk crossing within approximately 2km would add taller elements such as cranes to the view.</p> <p><b>Year 1:</b> The River Usk crossing would be a visible element in the view with the bridge piers and new section of motorway deck crossing the south docks area of Newport.</p> <p><b>Year 15:</b> Year 15 views would be the same as year 1 with views of the River Usk crossing available from this receptor.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
58	<p>"Bridge View" Redrow housing development located on Level of Mendalgief</p> <p>Two storey houses</p> <p>High sensitivity</p>	Middle	<p>Residential development still under construction with no properties currently being used as dwellings. Areas accessible at time of assessment could see views of the landfill site over 1km to the south. Assessment from this view is based on assumptions that properties intended for the periphery of the development, with windows orientated to the south, may see views of sections of the new section of motorway and the River Usk crossing. The views available would be wide and far reaching and there are a number of common vertical elements available in the view associated with the industrial docks area of Newport including wind turbines, chimney stacks, pylons and cranes.</p> <p><b>Construction:</b> Based on assumptions outlined above, properties on the edges of the estate are likely see the construction of the River Usk Crossing. This large scale element and the immense cranes required to construct it would be noticeable in the view, although they would coalesce to some degree with the surrounding industrial area and would not be dominant due to the expansive nature of the views.</p> <p><b>Year 1:</b> The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by the expansiveness of the views. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys</p> <p><b>Year 15:</b> As for year 1.</p>	<p>Minor adverse</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p>	<p>Slight beneficial</p>	<p>Slight beneficial</p>
68a	<p>'Fair Orchard' Residential housing</p> <p>High sensitivity</p>	Short	<p>View looking north east from listed building 'Fair Orchard'. View looks along Nash Road which is heavily enclosed by mature belts of vegetation and pockets of woodland. The receptor has clear views of traffic moving along Nash Road due to the proximity of the road. Intermittent views through vegetation offer glimpses of levels landscape, medium sized grazing fields bordered by reens and associated vegetation. Vertical detracting features seen in the view are pylons. There are no far reaching oblique views from this receptor.</p> <p><b>Construction:</b> Views of the new section of motorway would be screened by existing vegetation which would be retained, however the re-alignment of Nash Road on the approach to the overbridge would be clearly visible from this receptor. Removal of linear belts of vegetation along the current road would open up views to traffic, machinery and earthworks related to the construction works.</p> <p><b>Year 1:</b> Mitigation planting would be present, however, would not offer much in the way of buffering the new road alignment due to its adolescence. Fair Orchard would be able to see traffic using Nash Road, although perceptible, this does not alter that which they viewed before construction work began.</p> <p><b>Year 15:</b> Vegetation implemented as part of the mitigation planting would have had time to mature. Pockets of shrubs with intermittent trees would offer additional screening and integrate the new section of Nash Road into its existing surroundings returning the view back to its original balance within the landscape.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>	<p>Moderate adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
68B	Former Baptist Chapel  Converted to residential dwelling  High sensitivity	Short	<p>The building is directly adjacent to the proposed new section of motorway. Some windows overlook onto the open grazed fields to the north. Some glimpsed views towards Nash Road are also available from the property. Views to the south and west are blocked by the adjacent woodland.</p> <p><b>Construction:</b> Close views of construction activities associated with the proposed scheme would dominate the views from the property. The views would include views of the construction machinery, formation of road bed, creation of embankments, reed beds and views of the construction traffic.</p> <p><b>Year 1:</b> The proposed new section of motorway would be operational, however the proposed woodland on adjacent embankments would not provide sufficient screening of the proposed new section of motorway.</p> <p><b>Year 15:</b> The proposed woodland on the motorway embankments would mature to screen the views of embankments to the west. The proposed linear belt of trees and shrubs to the west is likely to screen the majority of the proposed new section of motorway to the east. Whilst Majority of the new section of motorway elements would be screened, the change in the view in year 15 would be considerable in comparison with the baseline scenario as natural pattern of a grazed field would be replace with man-made road corridor.</p>	Major adverse  Major adverse  Moderate adverse	Very large adverse	Large adverse	Moderate adverse
70	'Little Cross Farm' and residents along West Nash Road  High sensitivity	Middle	<p>View looking northwest across level landscape of medium sized grazing fields who's patterns are delineated by reens and managed hedgerows. Pockets of existing mature woodland intervene throughout the view and screen some of the industrial buildings associated with the power station approximately 2.5km to the west. Vertical elements such as pylons and cranes are common which break up the skyline. Hills approximately 11km to the northeast frame some of the view. Residential properties are 2 storeys with windows overlooking the local landscape.</p> <p><b>Construction:</b> Construction activity associated with the River Usk Crossing approximately 2km to the northeast would be seen above the intervening tree lines, adding further vertical elements to the view such as cranes and other associated construction infrastructure. Although these elements would be seen, it is not considered to be a perceptible change to the view as other vertical elements associated with the power station and Newport Docks are visible above existing tree lines.</p> <p><b>Year 1:</b> The higher elements of the River Usk crossing would be seen above the existing tree line, this would include the bridge piers, catenary cables and glimpses of the bridge deck if viewed from second storey windows. This would see a change to the existing view for these receptors but would not form a perceptible change which detracts from the view, especially viewed from approximately 2.5km.</p> <p><b>Year 15:</b> Existing intervening vegetation would have matured and would shield some more of the vertical elements associated with the River Usk Crossing although glimpses would still be possible when viewed from second storey windows. The vertical elements of the crossing would be permanent, however, it is not considered to be a perceptible change to the view as other vertical elements associated with the power station and Newport Docks are visible above existing tree lines.</p>	Minor adverse  Minor adverse  Negligible adverse	Slight adverse	Slight adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
72a	'Great House'  High sensitivity	Middle	<p>View looking north northwest from 'Great House', an isolated house of two storey's located along the southern edge of the West Nash Road just north of Uskmouth. West Nash Road is bordered by mature hedgerow with intermittent trees which border grazing fields delineated by reens and managed hedgerow. Pockets of scrub and woodland can be seen across the local area when viewed from second storey window. Clear views of the power station can be seen from this receptor which includes chimney stacks, wind turbines and a number of pylons.</p> <p><b>Construction:</b> Tall construction elements associated with the River Usk crossing would be visible above existing vegetation and would be visible from second storey windows. Although these would be additional elements to the existing view, when viewed from approximately 2km away, it is not considered to be perceptible.</p> <p><b>Year 1:</b> The River Usk crossing piers and catenary cables would be visible above existing mature vegetation and would be more visible from a higher vantage point such as the second storey windows. This elevated position may also have views of the main deck of the bridge as it crosses the River Usk. This would see a change to the existing view for this receptor but would not form a perceptible change as a number of large detracting features and intervening structures associated with the two power stations and Mir Steel UK are in the foreground of the view.</p> <p><b>Year 15:</b> Existing vegetation in the area would have matured with only the tallest elements of the River Usk crossing being visible from a second storey window. This would see a change to the existing view for this receptor but would not form a perceptible change which detracts from the existing view, especially viewed from 2km away and a number of tall detracting features already common to the viewer.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
73	'West Winds House'  High sensitivity	Middle	<p>View looking north west offering views across level grazed farmland of medium sized fields delineated by hedges and reens. Pockets of mature trees are common breaking up clear long distance views across the levels. Transit routes in the area tend to be bordered by tall managed hedgerows creating an enclosed environment. Receptors viewing from an elevated position such as upper storey windows may be exposed to clearer views across intervening hedgerows which are not blocked by trees. Taller elements in the view belong to the industrial areas associated with the docks and the power station which follows the River Usk corridor as it enters Newport. Chimneys, cranes, pylons and wind turbines are common features in the view and are highlighted by the back drop of the hills in the far distance.</p> <p><b>Construction:</b> The taller elements associated with the construction of the Usk River crossing would add further features such as cranes to the existing view. Construction of the bridge piers and the new section of motorway bridge deck would be noticeable, but tall feature associated with the Newport Docks and Power station are already common in the distance and would not alter the overall balance of the view due to the receptor being over 2km away.</p> <p><b>Year 1:</b> The River Usk crossing piers, main deck and catenary cables would be visible from this distance and would be clearer when viewed from upper storey windows between pockets of intermittent tree lines from identified receptors. This would see a change to the existing view for this receptor but would not form a perceptible change as a number of large detracting features and intervening structures associated with the two power stations and the Newport docks area of Newport.</p>	<p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p><b>Year 15:</b> Existing vegetation in the area would have matured further, however, visibility of the tallest elements, the bridge piers, catenary cables and bridge deck would be seen in the view. This would see a change to the existing view for this receptor but would not form a perceptible change which detracts from the overall context, especially viewed from over 2km away and the common detracting features already common to the view.</p>	Negligible adverse			Slight adverse
74	Residential housing of Nash situated alongside West Nash Road  High sensitivity	Middle	<p>View looking north west toward the River Usk corridor. Small group of residential dwellings located in the village of Nash situated on the Gwent levels. The surrounding medium sized field patterns mainly used for grazing land are delineated by hedgerow and intermittent trees. Reens can be also be seen following roads and field boundaries and are a common and protected features in the landscape. Far reaching views are not seen from here due to the intervening mature vegetation and even second storey dwellings would have restricted views. The tallest detracting elements in the view are pylons and visibility is heightened due to proximity to the village of Nash.</p> <p><b>Construction:</b> The elements associated with the construction of the River Usk overbridge may be seen from these receptors. However, due to intervening vegetation and the proximity of the construction works to the receptors, it is unlikely that these would inflict a barely perceptible change in view with the possibility that these receptors may not see anything from this vantage point.</p> <p><b>Year 1:</b> Intervening mature vegetation would shield the majority of the new section of motorway from view with the possibility of only the highest elements of the River Usk Crossing being barely perceptible due to proximity and the nature of the common detracting features in the foreground of the view.</p> <p><b>Year 15:</b> As for year 1.</p>	Minor adverse  Negligible adverse  Negligible adverse	Slight adverse	Slight adverse	Slight adverse
75	'Tatton Farm'  High sensitivity	Short	<p><i>Assessment based on assumptions made from desktop study using aerial photography and ZTV analysis as access to receptor was not available.</i></p> <p>Receptor is located in the typical landscape setting for the Gwent levels with open farmland lined by reens and hedges. Intermittent trees are seen in hedgerows but the level landscape means that views can be seen into the far distance where intervening vegetation does not occur. Large industrial units are located to the northwest of the farm and it is assumed that the proximity of these high units would be a dominant feature in the view from the farm. Pylons in close proximity run west to east directly south of the receptor and would also form dominant features in the view.</p> <p><b>Construction:</b> Glimpses of the River Usk Crossing may be visible from this receptor but would not form a perceptible change in the view with intervening vegetation and taller industrial units in the distance screening the views 3km away. The construction of the new section of motorway approximately 200m to the south of the receptor would have significant changes on the existing view. Construction traffic, earthworks and features such as lighting, compounds and the main haul road would be a significant and perceptible addition to the view due to the proximity of the new section of motorway. Construction of Water Treatment Area 7 located approximately 200m to the southwest and Nash Road overbridge 400m to the southwest would</p>	Major adverse	Very large adverse		



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>also be visible from this receptor.</p> <p><b>Year 1:</b> Views of all elements associated with the new section of motorway would be clearly visible from this receptor. The elevated new section of motorway on embankment would give clear views of moving traffic, gantries and signage. Water Treatment Area 7 would be visible to the southwest as well as the Nash Road overbridge forming perceptible changes to the existing view.</p> <p><b>Year 15:</b> Mitigation planting would have matured around the embankments of Nash Road overbridge screening the feature from view although this would still be visible as an elevated feature in a level landscape. The new section of motorway would still be a perceptible feature with moving traffic, gantries and signage clearly visible altering the overall balance of the view.</p>	<p>Major adverse</p> <p>Major adverse</p>		<p>Very large adverse</p> <p>Very large adverse</p>	
76-79a, 80-89b	<p>Isolated residential properties located in and around Goldcliff</p> <p>High sensitivity</p>	Short-Middle	<p><i>Residential receptors located in this area are deemed to be of the same landscape setting with the same exposure to the new section of motorway.</i></p> <p>Residents located in isolated positions throughout the Gwent levels. Medium field patterns delineated by hedgerows with intermittent trees and reens are common elements in the view with grazing grassland being the predominant land use. Clear oblique views can be seen particularly from elevated second storey windows where the tallest elements towards the Newport docks and River Usk corridor can be seen above any intervening tree lines and pockets of mature trees. Pylons, wind turbines and chimneys are common site in this area.</p> <p><b>Construction:</b> Vertical construction elements associated with the River Usk crossing would be noticeable above intervening tree lines and would add to the commonly viewed chimneys pylons and wind turbines. Although these would be additional, the proximity that they are viewed it is not considered to be a perceptible change which would not alter the overall balance of the view. Where the new section of motorway runs along the levels it is not considered that these receptors would be able to see it due to the existing intervening mature vegetation.</p> <p><b>Year 1:</b> Only the tallest elements of the new section of motorway at the River Usk Crossing would be seen in the view with the proximity deeming them as barely perceptible in the view. Area of the new section of motorway crossing the levels would not be seen from these receptors.</p> <p><b>Year 15:</b> As for year 1.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
79b	Isolated residential properties along Broad Street Common including Decoypool and Moorbarn Cottages  High sensitivity	Short	<p>View from two storey dwellings towards roadside vegetation and 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. The view includes partial views of business units and industrial buildings along the A4810 which are filtered to some degree by the intervening vegetation.</p> <p><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 would help to maintain a degree of visual screening in views from the road.</p> <p><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 embankment slopes and the taller vertical elements such as gantries and signage are likely to be evident through the vegetation as the mitigation planting would not have any effect on screening at this stage. The proposed embankments may screen some views towards the industrial buildings to the north.</p> <p><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 cyclical clearance of ditches and reens combined with the cutting back and regrowth of vegetation, therefore it is likely that the new section of motorway would 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 would 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 would be screened from the wider landscape as it passes through the junction where the earthworks of the slip roads and junction would block the views.</p>	<p>Moderate adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Moderate adverse</p> <p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>
89c	Wainbridge  High Sensitivity	Long	<p>Open views from a two storey dwelling to the north include views of overlapping vegetation including rows of hedgerows with trees and some business units located along the A4810. Views to the east include upper sections of wind turbines that are present close to the River Usk docks. Pylons with associated overhead power lines detract from the views.</p> <p><b>Construction:</b> The views of construction operations would be screened largely by overlapping landscape elements. Some filtered views of tall construction machinery may be available above the belt of existing vegetation that is located close to the proposed new section of motorway that would play a key role in the screening of construction activities. Partial views of construction activities associated the River River Usk Crossing would be available above belts of existing vegetation in the background.</p> <p><b>Year 1:</b> Partial and glimpsed views of some of the elements of the new section of motorway would be available. Distant views towards the River Usk crossing would be available, but would not affect the amenity of the view.</p> <p><b>Year 15:</b> The maturing vegetation along the new section of motorway would provide</p>	<p>Minor adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			some more screening, however this would not change the negligible magnitude of change that has been recorded during the year one. This is due to the existing vegetation playing a key role in the screening of the new section of motorway. Partial views of the River Usk Crossing would be available, however some of the PRow users may consider this change in the view as beneficial.	Negligible adverse			Slight adverse
91	'Grangefield House'  High sensitivity	Middle	View looking north from two storey dwelling located on the Gwent Levels. Receptors look out onto medium sized field patterns interspersed with a minor road network. Roads and fields are delineated by reens and hedgerows with a number of mature tree belts enclosing and restricting far reaching views. Fields are predominantly grazing grassland for cattle and sheep. Common vertical elements visible in the view are Pylons and associated cables which are detracting dominant features due to their proximity. Intervening mature vegetation would block far reaching views even when viewed from a second storey window.  <b>Construction:</b> Intervening mature dense vegetation would block views of the proposed construction works when viewed from this location. Intermittent fleeting views may be seen if construction works took place in the winter months due to loss of leaves on trees, however vegetation is dense here so any views seen would be fleeting and not clear.  <b>Year 1:</b> Views from this receptor would be blocked from intervening vegetation even when viewed from a second storey window. Even in winter months the dense scrub vegetation and trees would block most, if not all views for this receptor.  <b>Year 15:</b> As for year 1.	Negligible adverse  Negligible adverse  Negligible adverse	Slight adverse	Slight adverse	Slight adverse
93	Single and Two storey houses  Newport Road  "Woodland House, Magor Court, Courtlands, The Haven, Colbost, Llanberis, Belvedere, Lapins, Glen View"  High Sensitivity	Short	These dwellings are located north and south of Newport Road, B4245. The landscape character at this point is urban, though the dwellings lie on the border between the urban and a more rural environment. The surrounding terrain consists of extensive vegetation comprising a mixture of fields defined by mature hedgerows, very large gardens and broadleaf woodland pockets. The views north from dwellings on the north side of the B4245 are visually contained by this vegetation and it is not possible to see the existing M4, though the screening linear woodland planting is clearly visible. Views west and south from dwellings on the south side of the B4245 are more open, especially as the dwellings have a more elevated position. There are views south west onto pastoral and arable fields with hedgerows and onto the screening woodland vegetation along the A4810. There are many tall pylons in these fields and these are a noticeable landscape features throughout the Gwent Levels, reducing the overall quality of the landscape. The existing vegetation in the immediate vicinity of the dwelling creates substantial visual containment though the existing M4 can clearly be heard.  <b>Construction:</b> Close proximity glimpsed views of large scale construction activity, including haul roads, excavations of cuttings and other substantial earthworks at Junction 23A. The removal of vegetation around junction 23A and the removal of linear woodland screening along the existing M4 would open views of the construction and views of the existing M4 to those dwellings located on the north side of the B4245. Those dwellings located along the western section of the B4245, namely Woodland House, Magor Court, Llanberis and Belvedere would be most affected as they would be nearest to the construction, with views down Newport	Moderate adverse	Moderate adverse		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>Road (B4245) onto the construction of the new section of motorway and also onto the proposed new overbridge across it.</p> <p><b>Year 1:</b> The proposed new section of motorway would now run closer to the dwellings. Rear views from the dwellings on the north side of the B4245 would have direct views north of moving traffic on the proposed alignment of new section of motorway as it emerges from cutting and of infrastructure such as gantries and signs. A noise barrier is proposed for this area. This would be a prominent element in year 1 but would mean that only taller vehicles and the upper parts of signs would be seen. These receptors would also have direct views north of moving traffic and signs and gantries of the existing M4. Dwellings located on the south side of the B4245 would see glimpsed views west of moving traffic on the new alignment and of signs and gantries above the noise barrier. Removal of existing vegetation along the east side of the A4810 may also open glimpsed views west onto moving traffic on the A4810.</p> <p><b>Year 15:</b> Extensive woodland planting would help screen views for dwellings on the north side of the B4245. However, for these dwellings the closer proximity of the proposed new section of motorway would result in more glimpsed and filtered views north of moving traffic and signs and gantries on both the proposed new section of motorway and the existing M4. For dwellings located on the south side of the B4245, the views west would be probably be more effectively screened by the proposed woodland vegetation as the new section of motorway travels in a cutting along much of its length. Views west of moving traffic and motorway signs would thus be much reduced. It is, however, possible that the largest signs and gantries may be visible above the tree line.</p>	<p>Moderate adverse</p> <p>Minor adverse</p>		<p>Moderate adverse</p>	<p>Slight adverse</p>
94	<p>Two storey houses</p> <p>Langley Terrace, Langley Close, Langley Villa</p> <p>High Sensitivity</p>	Short	<p>The dwellings are located on the fringes of the urban development of Magor to the south and the rural landscape to the north. Looking north from these dwellings there are glimpsed views of moving traffic on the existing M4 through the linear woodland screening, particularly for Langley Villa especially as at this section of the M4 is elevated. However the screening, along with the adjacent fields, provide an extensive mixture of mature hedges and woodland that create a substantial rural boundary. To the south, east and west there are extensive houses and other dwellings. St Brides Road, the road to these dwellings, travels along an underpass beneath the motorway.</p> <p><b>Construction:</b> Large scale construction activity within close proximity, including construction of an underpass for St Brides Road and major earthworks for Junction 23A. Existing mature tree belt is to be removed to accommodate the new section of motorway which would open up views from this property and provide direct views of an extensive construction area. Large sections of the pastoral fields would be lost and replaced with Water Treatment Areas.</p> <p><b>Year 1:</b> There would be direct close proximity views of the road, moving traffic, motorway signs and gantries from the dwellings, especially from upper stories. The existing rural edge along the north would have largely been removed and would change the character along its northern border. Large areas of pastoral fields would be taken up by the new section of motorway.</p> <p><b>Year 15:</b> Linear tree planting would partially screen views north to the proposed new section of motorway. However, the close proximity of the road would result in direct,</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Major adverse</p>	<p>Large adverse</p>	<p>Large adverse</p>	<p>Large adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			close distance glimpsed views of moving traffic, the road and signs and gantries through the screening. The fundamental balance of the landscape would be changed as the rural boundary would largely disappear. Fields adjacent to Langley Villa, now used for equestrian purposes, would be utilitarian Water Treatment Areas, thus altering the existing landscape character and function.				
96	Two storey houses  "Hill Crest, Rock House, Quarry House"  High sensitivity	Short	<p>The dwellings are on elevated ground and have middle distance views west towards junction 23A along the existing M4 and oblique close proximity views north to the existing M4, which is largely screened by trees though filtered views of moving traffic can still be seen through the screening. Junction 23A is seen from this middle distance as a densely wooded small hill. In the foreground are pastoral fields defined by hedgerows. Notable landmarks include the chimney flues at the Magor brewery and the services at Junction 23A.</p> <p><b>Construction:</b> The removal of existing screening vegetation would open up direct views onto the existing M4 and the new section of motorway as it parallels alongside. There would be direct close proximity views of major earthworks and machinery and extensive stockpile areas. There would be direct, middle distance views of the construction of the new section of motorway. The removal of large swathes of the vegetation around Junction 23A would result in direct views onto the interchange, comprising views of moving traffic, the road, signs and gantries. There would be long distance views of the proposed bridge construction over the A4810. Large areas of pastoral fields would be taken up by the new section of motorway.</p> <p><b>Year 1:</b> A noise barrier is proposed along the southern side of the new motorway in this area. This would be a prominent element in close proximity but would screen the majority of cars. Taller vans and lorries, and the upper portions of signs and gantries would be visible above the noise barrier. There would be oblique views of the new bridge across the B4245. There would be direct near and middle distance longitudinal views of both the existing M4 and proposed new section of motorway as it travels west towards junctions 23A and as it travels south west along the A4810.</p> <p><b>Year 15:</b> Looking west from these dwellings, the re-establishment of vegetation alongside the existing M4 and the woodland planting along the proposed new section of motorway would partially screen both roads. However, screen planting is confined to narrow strips which would substantially reduce its effectiveness as a screen. It is anticipated that there would now be permanent middle distance longitudinal views west onto the existing M4 and proposed new section of motorway as it parallels alongside it, with glimpsed views of moving traffic, the road, signs and gantries. However, the maturing of proposed woodland planting along the A4810 and around junction 23A would mitigate the effects of large swathes of removed during construction and also screen the new proposed bridge over the A4810.</p>	Major adverse	Large adverse	Moderate adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
97	Two storey houses on Grange Lane  "Honeysuckle Cottage, Ivy House"  High sensitivity	Short	<p>The dwellings are on elevated ground and have oblique middle distance views west looking down alongside the existing M4 motorway and direct, close proximity views onto the existing M4. The existing motorway is largely screened by trees but filtered views of moving traffic can still be seen through the screening. There are oblique, middle distance views of Junction 23A which at this distance appears as a densely wooded small hill. In the near ground are pastoral fields defined by hedgerows.</p> <p><b>Construction:</b> The removal of existing screening vegetation would open up direct, open views onto both the existing M4 and the construction area for the new section of motorway. There would be direct, close proximity views of major earthworks and machinery. There would be direct, middle distance views of the construction of the new section of motorway. The removal of large swathes of the vegetation around Junction 23A would result in direct views onto the interchange, comprising views of moving traffic, the road and signs and gantries. There would be long distance views of the proposed bridge construction over the A4810. Large areas of pastoral fields would be taken up by the new section of motorway.</p> <p><b>Year 1:</b> A noise barrier is proposed along the southern side of the new motorway in this area. This would be a prominent element in close proximity but would screen the majority of cars. Taller vans and lorries, and the upper portions of signs and gantries would be visible above the noise barrier from these properties. There would be oblique views of the new bridge across the B4245. There would be direct near and middle distance longitudinal views of both the existing M4 and proposed new section of motorway as it travels west towards junctions 23A and as it travels south west along the A4810.</p> <p><b>Year 15:</b> Looking west from these dwellings, the re-establishment of vegetation alongside the existing M4 and the woodland planting along the proposed new section of motorway would partially screen both roads. However, tree planting is confined to narrow strips which would substantially reduce its effectiveness as a screen. There would be permanent very short range views north and middle distance longitudinal views west onto the existing M4 and proposed new section of motorway, with glimpsed views of noise barriers, the tops of moving traffic, signs and gantries. However, the maturing of proposed woodland planting along the A4810 and around junction 23A would mitigate the effects of large swathes of removed vegetation on Junction and also screen the new proposed bridge over the A4810.</p>	Major adverse	Large adverse		
				Moderate adverse		Moderate adverse	
				Moderate adverse			Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
98	Two and three storey houses Queens Gardens, Nos 8 - 16  High sensitivity	Short	<p>The dwellings are set within a cul-de-sac in Magor. There are broad, open views west of arable fields defined by mature hedgerows and woodland which forms a rural boundary. There are oblique middle distance views north east towards junction 23A which is largely seen as a wooded hill with the chimney flue of the brewery and higher sections of the service station visible only above the tree line. Neither the existing M4 nor the A4810 can be seen from this vantage point though clearly audible.</p> <p><b>Construction:</b> The removal of existing screening vegetation along the A4810 would open up direct short range views of this previously screened road from these receptors. The large scale earthworks and machinery for the new section of motorway would be visible as would the works for the overbridge across the A4810. There would be direct, open and uninterrupted views onto an extensive construction area. The impact is only slightly mitigated as it travels in the cutting as it would be clearly visible as it rises from cutting to embankment as it heads south west.</p> <p><b>Year 1:</b> There would be short distance views of moving traffic, signs and gantries of both the A4810 and new section of motorway, although the section of motorway to the west of these properties is in cutting so would not be visible. The large swathes of vegetation removed from junction 23A would open up views to the interchange and there would be oblique, middle distance views of moving traffic and signs and gantries. Large areas of pastoral fields would be taken up by the new section of motorway.</p> <p><b>Year 15:</b> Looking west from these dwellings, the re-establishment of vegetation alongside the A4810 and extensive woodland planting along the proposed new section of motorway should fully or partially screen both roads. However, the loss of pastoral land and the encroachment of mitigating planting towards the dwellings would result in the loss of the openness of the view and result in a visual containment of views both to the west and the north. This would fundamentally alter the nature and experience of the existing view.</p>	Major adverse	Large adverse	Large adverse	Moderate adverse
99	Two and three storey houses Blenheim Gardens  High sensitivity	Short	<p>The dwellings are set within housing estate that is visually contained by buildings and extensive perimeter hedgerows. The extensive hedgerows exist along its western border limit views beyond the housing estate. However, upper stories have filtered, long distance views west over the existing vegetation onto the A4810 and the Gwent Levels beyond.</p> <p><b>Construction:</b> The removal of existing screening vegetation along the A4810 would open up this previously screened road to views from upper stories. There would be filtered middle distance views of earthworks and machinery as the construction area for the new motorway heads south west alongside the A4810.</p> <p><b>Year 1:</b> There would be short distance views of moving traffic, road and signs and gantries of the road from upper stories. Similarly, there would be views of the A4810 hitherto screened by vegetation.</p> <p><b>Year 15:</b> Looking west from these dwellings, the re-establishment of vegetation alongside the A4810 and extensive woodland planting along the proposed New section of motorway should fully screen both roads. As existing views are limited it is not anticipated that there would be any long term adverse effect.</p>	Minor adverse	Slight adverse	Slight adverse	Neutral

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
100	Single and Two storey houses on Barecroft Common  "New House, Oxford House, The Wouldows, Barecroft Cottage"  High sensitivity	Short	<p>The dwellings are located on the northern side of Barecroft Common. The surrounding countryside consists of pastoral fields defined by extensive hedgerows. The terrain is predominantly level with little or no significant topography. Barecroft Common road itself is lined by mature hedgerows. As a result of the hedgerows and scattered trees there are limited long distance views, especially towards the west. It feels rural and relatively secluded from the nearby A4810 and conurbation of Magor. The existing M4 is not visible from this point. There are filtered, middle distance views of moving traffic along the A4810. The main South Wales to London Mainlines run close to the north of this location and the trains are visible from these dwellings.</p> <p><b>Construction:</b> The removal of existing screening vegetation along the A4810 may open up long distance views west of moving traffic along this road, though it is anticipated this would not be highly noticeable. There would be short distance views of an extensive construction area including large scale earthworks to form embankments.</p> <p><b>Year 1:</b> There would be short distance views of the new section of motorway as it runs along embankments. A noise barrier is proposed along this section which would be a prominent element. The tops of larger vehicles and the upper portions of signs and gantries would be visible above this. The A4810 would be screened by the new embankment. Large areas of pastoral fields would be taken up by the new section of motorway and this has the potential to change the rural feel of the environment.</p> <p><b>Year 15:</b> Looking west from these dwellings, the establishment of extensive woodland planting along the proposed new section of motorway should largely screen the noise barrier, moving traffic and highway infrastructure. There would still be some glimpsed and filtered views of moving traffic on the new section of motorway embankment from both the dwellings and the gardens. The loss of pastoral land and the encroachment of mitigating planting towards the dwellings would reduce the rural feel of the environment and alter the experience of the existing view.</p>	Major adverse  Major adverse  Moderate adverse	Large adverse	Large adverse	Moderate adverse
103	Two storey farm houses  "Lower Grange Farm"  High sensitivity	Middle	<p>The surrounding terrain consists of predominantly flat, large scale pastoral fields defined by hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons. There are middle distance views of the tops of industrial buildings to the north of the A4810 that can be seen above the trees and hedgerows. Views further afield see mature woodland vegetation and isolated dwellings. The landscape has a rural quality though there are long distance views of the industrial buildings above the tree line to the north of the A4810. These views, however, of the industrial buildings do not significantly impact upon the rural nature of the landscape character.</p> <p><b>Construction:</b> There would be glimpsed and filtered middle distance views north and north west of the larger construction vehicles and the earthworks. Vegetation clearance along the A4810 would open up similar views onto the A4810. Construction works would be visible along large stretches of the horizon north and north west. There would be views north west onto the overbridge connecting the A4810 with North Row.</p> <p><b>Year 1:</b> The moving traffic and signs and gantries on the new section of motorway</p>	Minor adverse  Minor adverse	Slight adverse	Slight adverse	



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>raised embankment would be visible from this vantage point. The loss of screening vegetation from alongside the A4810 would result in middle to long distance views onto moving traffic on this road. Moving traffic and road signage would be visible on the over bridge connecting the A4810 with North Row.</p> <p><b>Year 15:</b> Woodland planting and other mitigation would ensure that there is partial screening of moving traffic along the new section of motorway and the A4810. It is anticipated there would still be glimpsed views of moving traffic and highways signage on the overbridge and more filtered views of moving traffic on the new section of motorway. This would have a slight impact on the rural nature of the landscape character, especially when viewed from upper stories.</p>	Minor adverse			Slight adverse
104a	<p>Two and three storey houses on Longlands Farm</p> <p>“Brick House Farm, Longlands Farm”</p> <p>High sensitivity</p>	Middle	<p>The surrounding terrain consists of predominantly flat, large scale pastoral fields defined by hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons. There are middle distance views of the tops of industrial buildings to the north of the A4810 that can be seen above the trees and hedgerows. Views further afield see mature woodland vegetation and isolated dwellings. The landscape has a rural quality but the proximity of the industrial buildings to the north being confined to the long distance.</p> <p><b>Construction:</b> There would be glimpsed and filtered middle distance views north and north west of the larger construction vehicles and the earthworks. Vegetation clearance along the A4810 would open up similar views onto the A4810. Construction works would be visible along large stretches of the horizon north and north west. There would be clear, direct views north west onto construction vehicles and major earthworks on the overbridge connecting the A4810 with North Row, especially from upper stories.</p> <p><b>Year 1:</b> The moving traffic and signs and gantries on the new section of motorway raised embankment would be visible from this vantage point. The loss of screening vegetation from alongside the A4810 would result in middle to long distance views onto moving traffic on this road. There would be clear direct views north west onto moving traffic and highways signage on the overbridge connecting the A4810 with North Row.</p> <p><b>Year 15:</b> Woodland planting and other mitigation would ensure that there is partial screening of moving traffic along the new section of motorway and the A4810. It is anticipated there would still be glimpsed views of moving traffic and highways signage on the overbridge and more filtered views of moving traffic on the new section of motorway. This would have a slight impact on the rural nature of the landscape character, especially from upper stories.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	Slight adverse	Slight adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
104b	Two storey farm houses at Greenfield House, North Court Farm and North Row Farm  High sensitivity	Short	<p>The surrounding terrain consists of predominantly flat large scale pastoral fields defined by hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons. Views further afield see mature woodland vegetation and isolated dwellings. Vegetation and farm buildings prevent long distance views to the north.</p> <p><b>Construction:</b> There would be glimpsed and filtered views north and north west of the larger construction vehicles and the earthworks for construction of the overbridge above existing vegetation.</p> <p><b>Year 1:</b> The moving traffic, signs and gantries on the new section of motorway raised embankment would be filtered by intervening vegetation. There would be direct views north west above existing vegetation towards moving traffic and highways signage on the overbridge connecting the A4810 with North Row.</p> <p><b>Year 15:</b> It is anticipated there would still be glimpsed views of moving traffic and highways signage on the overbridge.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
106	Two storey farm house  "Fir Tree Farm"  High sensitivity	Long	<p>The surrounding terrain consists of predominantly flat, large scale pastoral fields defined by hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons. There are very long distance glimpsed views north of the existing screening vegetation along the A4810 and the tops of the industrial buildings along its north side. The prevailing landscape character is of a rural. Views further afield see mature woodland vegetation and isolated dwellings.</p> <p><b>Construction:</b> There would be long distance glimpsed views north of major earthworks and machinery. Vegetation clearance along the A4810 would open up similar views onto the A4810.</p> <p><b>Year 1:</b> There would be long distance glimpsed views north of major earthworks and machinery. Vegetation clearance along the A4810 may afford glimpsed views onto the A4810 moving traffic, and signs and gantries on the new section of motorway raised embankment may be visible from this vantage point. It may be possible to view the overbridge from the A4810 to North Row.</p> <p><b>Year 15:</b> Woodland planting and other mitigation would ensure that there is full screening of moving traffic along the new section of motorway and the A4810. It is anticipated there would still be glimpsed views of moving traffic and highways signage on the overbridge but these would be very long distance views and not significant.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
107	Two storey farm house "Mead Farm"  High sensitivity	middle	<p>The surrounding terrain consists of predominantly flat, large scale pastoral fields defined by hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons which are visible above intervening vegetation. The property itself has a number of mature trees within and around the garden areas which would limit views outwards towards the new section of motorway.</p> <p><b>Construction:</b> There would be glimpsed views north of the new section of motorway construction area as it passes to the south of the Tata Steelworks area from limited parts of this property over intervening vegetation. However, intervening vegetation within garden areas and around nearby fields would screen the new section of motorway from many windows and garden areas.</p> <p><b>Year 1:</b> Moving traffic and signs and gantries on the new section of motorway which runs along raised embankment may be occasionally visible from limited parts of this property.</p> <p><b>Year 15:</b> It is anticipated there would still be views north of moving traffic and highways signage on the elevated North Row overbridge but these elements would be barely perceptible and available from limited parts of this property.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>	<p>Slight</p>
108	Two storey farm house "Greenmoor Farm"  High sensitivity	Short	<p>The view north is dominated by large white industrial buildings along the northern edge of the A4810 at a distance of approximately 200m, though this view is mitigated by intermediate fields and mature hedgerows that provide an immediate rural edge. The surrounding terrain to the south, west and east is predominantly flat, large scale pastoral fields defined by hedgerows containing intermittent mature trees, which afford open, rural views in these directions. Vertical elements found in the area consist of a number of wind turbines, many pylons and the industrial buildings mentioned above. The overall quality of the landscape is varied, with the industrial landscape to the north judged as poor whereas the more rural landscape to the west, east and south is judged as having a much higher quality.</p> <p><b>Construction:</b> There would be very close proximity, direct views north, west and east onto major earthworks. At this close distance all elements of construction would be clearly visible, with direct views onto the road itself. There would be a clear and direct view west onto the construction of the overbridge connecting the A4810 with North Row.</p> <p><b>Year 1:</b> There would be very close proximity, direct views north, west and east onto moving traffic, the new section of motorway, signs and gantries. The view east would be dominated by the overbridge, with direct views of moving traffic and highway signs.</p> <p><b>Year 15:</b> There would still be direct, close proximity views north onto the moving traffic, the road and motorway signs and gantries. This would be accentuated as it travels along a raised embankment along this section. The view east onto the overbridge would largely be mitigated by woodland planting, though there may still be glimpsed views of moving traffic of the signs and gantries. The balance of the landscape would be altered with the introduction of extensive urban infrastructure and the loss of existing fields and rural environment.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Moderate adverse</p>	<p>Large adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
111a	Single storey house  "Three Gates"  High sensitivity	Short	<p>There are views in all directions from this slightly elevated bungalow style house. These views are predominantly rural though it is possible to see glimpsed views of the AB Inbev brewery chimneys to the north, though these are not significant. The landscape character is predominantly rural and the dwelling is located on a country lane with mature hedgerow along its side. The hedgerows of the country lane provide a degree of visual containment but there are glimpsed views south across the A4810 to the Gwent Levels from the dwelling and garden.</p> <p><b>Construction:</b> There would be close proximity, glimpsed and filtered views south and east on the road, earthworks and construction vehicles of the proposed new section of motorway. This view would be somewhat mitigated by the extent of intervening vegetation. There may be glimpsed middle distance views north east onto the construction of the B4245 overbridge from the rear of the dwelling, especially the signs and gantries above the tree line. The works may have the potential to alter slightly the current rural landscape character of the view.</p> <p><b>Year 1:</b> There would be close proximity, glimpsed views east and south of moving traffic, signs and gantries on the new section of motorway. There may be glimpsed views of moving traffic and signs and gantries on the overbridge. It is anticipated, however, that the existing vegetation would limit the extent and impact of these views.</p> <p><b>Year 15:</b> There may still be glimpsed views north east of moving traffic on the overbridge and views of signs and gantries above the tree line from the rear of the dwelling. The extensive proposed woodland planting along the eastern edge of the new section of motorway would largely screen views south and east with only limited glimpsed views of moving traffic, though it is probable that signs and gantries would remain visible above the tree line. Overall, though the impact would be minor, there is a potential that the new section of motorway could have an impact on the current rural landscape character.</p>	Minor adverse	Slight adverse		
112	Two storey farm house  "Manor Farm"  High sensitivity	Short	<p>The farm house is located on slightly elevated ground on the fringe of Llandeenny village with short distance views east and south over the Caldicot Levels. The surrounding landscape is rural though there are several urban elements, such as the village of Llandeenny, the South Wales to London Mainline and the Ab Inbev brewery to the north. The views are limited by intervening mature hedgerow vegetation and the linear woodland screening along the A4810. There are middle distance glimpsed and filtered views south and east of moving traffic on the A4810. There are many pylons in the Caldicot Levels that can be seen above the hedgerows and trees. The overall quality of the landscape, however, is judged as fair as the country lanes flanked by hedgerows, scattered farmhouses, and the dwellings within the village of Llandeenny are of high quality.</p> <p><b>Construction:</b> There would be close proximity glimpsed and filtered views south and east on the road of earthworks and construction vehicles on the proposed new section of motorway. This view would be somewhat mitigated by the extent of intervening vegetation, especially the linear woodland screening along the west side of the A4810. The works may have the potential to alter the current rural landscape character. It is not anticipated there would be views of the construction of the overbridge on the B4245.</p> <p><b>Year 1:</b> There would be short and middle distance glimpsed views east and south of moving traffic, signs and gantries on the new section of motorway. It is anticipated</p>	Minor adverse	Slight adverse		
				Minor adverse		Slight adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>however, that the existing intervening vegetation would limit the extent and impact of these views.</p> <p><b>Year 15:</b> The extensive proposed woodland planting along the eastern edge of the new section of motorway would largely screen views south and east with only limited glimpsed views of moving traffic, though it is probable that signs and gantries would remain visible above the tree line. Overall, though the impact would be minor there is a potential that the new section of motorway could have an impact on the current rural landscape character.</p>	Minor adverse			Slight adverse
116a	<p>Three storey farmhouse "Upper Grange"</p> <p>High sensitivity</p>	Middle	<p>The surrounding countryside has a rural landscape character, comprising pastoral fields defined by mature hedgerows with scattered pockets of mature broadleaf woodland. The terrain is pleasantly undulating. However, looking south from the elevated position of this vantage point it is possible to see and hear the existing M4, with glimpsed middle distance views of moving traffic, signs and gantries through the existing screening. It is not possible to see Newport transporter bridge or any other large vertical elements.</p> <p><b>Construction:</b> As a result of the removal of existing vegetation, particularly around Junction 23A, there would be middle distance views south from the farm house onto the construction. It would be possible to see major earthworks, machinery and signs and gantries. It would be possible to see the construction of the overbridge on the B4245.</p> <p><b>Year 1:</b> There would be middle distance views south onto the new section of motorway with views of moving traffic, signs and gantries. It would be possible to see moving traffic and signs and gantries on the overbridge on the B4245.</p> <p><b>Year 15:</b> It is anticipated that the re-establishment of vegetation, particularly around junction 23A, would return the view to its original condition and there would be no significant views of the proposed new section of motorway. It may be possible to see the overbridge on the B4245 but this would be limited glimpsed views because of the intervening vegetation.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	Slight adverse	Slight adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
116B	Residential properties in Knollbury  High sensitivity	Short	<p>The views from residential dwellings in Knollbury include partial views of the existing M4 corridor and some residential areas in Magor. The views are partially screened by overlapping landform and vegetation.</p> <p><b>Construction:</b> Views of construction activity would be available from the upper storey of some houses in on the southern edge of Knollbury. Partial alteration to the existing characteristic of the view is expected as taller construction machinery and earth moving operation would be visible at closer proximity than the existing M4. For many properties the change in the view would be filtered by intervening vegetation and would be viewed obliquely but a number of properties would also have direct, short range and open views of the nearby spoil heap areas.</p> <p><b>Year 1:</b> The views of the existing M4 corridor would be replaced by the proposed new section of motorway. As the proposed alignment is wider a minor alteration to the characteristic of the view is expected although it would be more exposed due to the lack of vegetation screening. The views would be available from the upper storeys of residential properties and more exposed than the baseline condition due to a lack of mature vegetation.</p> <p><b>Year 15:</b> It is expected that by year 15 existing vegetation would mature to provide similar levels of screening to the existing road corridor however the corridor would be in closer proximity.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>
116C	Beeches caravan Park  Static caravans  High sensitivity	Short	<p>This caravan park is surrounded by mature tree belts with glimpsed and intermittent views out across the surrounding agricultural landscape. The existing M4 passes very close to the caravan park to the south but at this point is in deep cutting, so has a limited impact on visual amenity for residents. The tops of lighting columns may just be visible glimpsed through intervening vegetation.</p> <p><b>Construction:</b> Major earthworks involving heavy plant and machinery to form new cuttings for the proposed motorway, create Water Treatment Area 11c and stockpile materials would take place immediately adjacent to the boundaries of this site on all sides. Lighting from St Brides Satellite Compound may just be visible to the west. The receptors would be surrounded by construction activity which, despite the surrounding tree belt, would become the dominant features.</p> <p><b>Year 1:</b> The new motorway is in cutting so there would be no views of traffic, although the tops of taller signs and lighting columns are likely to be visible, glimpsed through the intervening trees. This is not largely dissimilar to the baseline although these elements would be in closer proximity. The stockpile areas to the west, north and east would be in the early stages of restoration so are likely to remain as bare soil but as this is no different to a fallow field this is not considered to adversely affect visual amenity. As the Water Treatment Area is in cutting when viewed from this direction there would be no views of this element.</p> <p><b>Year 15:</b> Proposed screen planting alongside the new section of motorway would have matured and would largely screen the tops of lighting columns and signs. Visual amenity will largely return to the baseline.</p>	<p>Major adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Very large adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Neutral</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
118	Three storey Farmhouse "Skeliot Farm"  High sensitivity	Middle	The surrounding landscape has a rural character with predominantly pastoral fields defined by mature hedgerows and isolated blocks of broadleaf woodland. It is very undulating and it is not anticipated there would any significant views of the new section of motorway.  <b>Construction:</b> None  <b>Year 1:</b> None.  <b>Year 15:</b> None	No change  No change  No change	Neutral	Neutral	Neutral
127	Two storey Farmhouse and Two storey Bed and Breakfast "Hazel Farm, Hazel Court Guest House"  High sensitivity	Long	The surrounding landscape has a rural character with predominantly pastoral fields defined by mature hedgerows and isolated blocks of broadleaf woodland. The terrain is very undulating and hills and woods screen views south and east of the Tata Steelworks. To the west there are long distance views over undulating fields and woodland. There are pylons near to the dwellings which are the only vertical elements visible. Despite its close proximity to the Tata Steelworks and nearby urban conurbations, it has a surprisingly secluded feel.  <b>Construction:</b> Looking south west it may be possible to view the construction of the proposed bridge construction over the River Ebbw and the South Docks area above the existing rural horizon. The impact of this is minor but given the fact that the location has a relatively secluded aspect it would introduce a new urban element into an otherwise rural landscape.  <b>Year 1</b> Looking south west it may be possible to view the proposed bridge over the River Ebbw and the South Docks area above the existing rural horizon. The impact of this is minor but given the fact that the location has a relatively secluded aspect it would introduce a new urban element into an otherwise rural landscape.  <b>Year 15</b> There is no difference in the view between years 1 and 15.	Minor adverse  Minor adverse  Minor adverse	Slight adverse	Slight adverse	Slight adverse
128	Two storey farm house "Little Milton"  High sensitivity	Long	The farm house is located on Cot Hill and has an elevated position that affords glimpsed long distance views south west to the mouth of the river Usk. There is, however, elevated land to the south that largely blocks this view and so views in this direction are very limited. The landscape character is semi-rural, with pastoral fields to the south, north and east but a large conurbation with busy large scale roads to the west.  <b>Construction:</b> It may be possible to view the construction of the proposed bridge construction over the River Ebbw and the South Docks area above the existing rural horizon. However, this is a very long distance view and taken into the context of other tall vertical elements would not have a significant effect, particularly as the views are limited by the intervening elevated terrain.  <b>Year 1:</b> It may be possible to view the proposed bridge over the River Ebbw and the South Docks area above the existing rural horizon. However, this is a very long distance view and taken into the context of other tall vertical elements would not have a significant effect, particularly as the views are limited by the intervening elevated terrain.  <b>Year 15:</b> There is no difference in the view between years 1 and 15.	Minor adverse  Minor adverse  Minor adverse	Slight adverse	Slight adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
129	Two storey residential houses on Cot Hill  High sensitivity	Long	<p>The dwellings are located on the north side of Cot Hill and have an elevated position that affords long distance views south east to the mouth of the River Usk, especially from upper stories. The landscape character is semi-rural, with pastoral fields to the south, north and east but a large conurbation with busy large scale roads to the west. There is a direct long distance view south east of Newport transporter bridge and other tall vertical elements such as the chimney stack at Uskmouth Power Company works.</p> <p><b>Construction:</b> Looking south west it would be possible to view the construction of the proposed bridge construction over the River Ebbw and the South Docks area above the existing rural horizon. However, this is a very long distance view and taken into the context of other tall vertical elements would not have a significant effect, particularly as it would not be in the line of vision of the current direct view of Newport transporter bridge.</p> <p><b>Year 1:</b> Looking south west it would be possible to view the proposed bridge over the River Ebbw and the South Docks area above the existing rural horizon. However, this is a very long distance view and taken into the context of other tall vertical elements would not have a significant effect, particularly as it would not be in the line of vision of the current direct view of Newport transporter bridge.</p> <p><b>Year 15</b> There is no difference in the view between years 1 and 15.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
130	Two storey residential houses on Edward German Crescent, Newport  High sensitivity	Long	<p>The dwellings are located in a very elevated position within a large residential estate with large panoramic views south and east across the Gwent Levels. It is possible to clearly see the Tata Steelworks and large areas of the Gwent Levels. It is also possible to see the many vertical elements that cross the levels, such as pylons and wind turbines. Beyond the Gwent Levels it is possible to see the Severn Estuary so that the view takes in a considerable amount of the surrounding landscape and thus has a dramatic quality, even if the various components of the landscape are of varying quality. There are long distance, oblique views of Newport transporter bridge and other tall, vertical elements such as the chimney stack at Usk Power Company works.</p> <p><b>Construction:</b> Looking south there are very long distance views of major earthworks of the proposed new section of motorway and the bridge construction over the River Ebbw and the South Docks. It would add, in both cases, another</p>	<p>Minor adverse</p>	<p>Slight adverse</p>		



Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>landscape component adding to the visual clutter. However, this is a very long distance view and the magnitude of impact would thus be minor taken into the context of many other landscape elements.</p> <p><b>Year 1:</b> Looking south there are very long distance views of the proposed new section of motorway and the bridge over the River Ebbw and the South Docks. It would add, in both cases, another landscape component adding to the visual clutter. However, this is a very long distance view and the magnitude of impact would thus be minor taken into the context of many other landscape elements.</p> <p><b>Year 15:</b> It is anticipated that looking south the proposed new section of motorway would still be visible despite woodland and other mitigating planting, though the mitigation would lessen the impact. There would be a long distance view south west of the bridge over the River Ebbw and the South Docks. It would add, in both cases, another landscape component adding to the visual clutter. However, this is a very long distance view and the impact would thus be minor taken into the context of many other landscape elements.</p>	<p>Minor adverse</p> <p>Minor adverse</p>		<p>Slight adverse</p> <p>Slight adverse</p>	
131	<p>Two storey residential houses on Elgar Avenue, Alway, Newport</p> <p>High sensitivity</p>	Long	<p>The dwellings are located in an elevated position within a large residential estate with large panoramic views south west across Newport and the river Usk. It is possible to clearly see the Usk Power Company chimney stack, various large industrial and retail buildings, Newport docks and many vertical elements such as pylons and wind turbines. There are oblique views of Newport transporter bridge. The overall impression is one of visual clutter, looking directly onto the many disparate industrial landscape elements. The view also incorporates the river Usk and the landscape beyond, which includes the Severn Estuary and the distant hills on the English side of the estuary. Though the many components of the view are of varying quality, the overall view has an interest and value as it captures both the activity of Newport and its landscape setting. However, the overall quality of the landscape is judged as poor as is the condition of many of its landscape components.</p> <p><b>Construction:</b> There would be direct long distance views south west of the bridge construction over the River Ebbw and the South Docks. There would be direct long distance views south west of the bridge construction over the River Ebbw and the South Docks. Views of large scale construction machinery such as cranes would add visual clutter and adversely affect the quality of the view.</p> <p><b>Year 1:</b> There would be direct long distance views south west of the bridge over the River Ebbw and the South Docks. The bridge would have only a limited visual impact as the intervening landscape of industrial buildings creates a landscape of poor quality. Thus, the bridge as an additional landscape element would not have a significant visual effect.</p> <p><b>Year 15:</b> There is no difference in the view between years 1 and 15.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
132	Two storey residential houses on Lime Crescent, Somerton, Newport  High sensitivity	Long	<p>The dwellings are located in an elevated position within a residential area with views south west across Newport and the river Usk. It is possible to clearly see the Usk Power Company chimney stack, various large industrial and retail buildings, Newport docks and many vertical elements such as pylons and wind turbines. There are middle distance direct views of Newport transporter bridge. The overall impression is one of visual clutter, looking directly onto the many disparate industrial landscape elements. However, the presence of Newport Transporter Bridge mitigates somewhat against this visual clutter as it is seen as a prominent and historically interesting architectural component of the view. The overall quality of the landscape is judged as poor as is the condition of many of its landscape components.</p> <p><b>Construction:</b> There would be direct long distance views south west of the bridge construction over the River Ebbw and the South Docks. Views of large scale construction machinery such as cranes would add visual clutter and adversely affect the quality of the landscape. The view of the bridge is along the line of vision of the view of Newport Transporter Bridge and may detract from this historically interesting architectural component.</p> <p><b>Year 1:</b> There would be direct long distance views south west of the bridge over the River Ebbw and the South Docks. The view of the bridge is along the line of vision of the current view of Newport Transporter Bridge and may detract from this historically interesting architectural component.</p> <p><b>Year 15:</b> There is no difference in the view between years 1 and 15.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>
133	Three storey residential houses on Glanwern Drive, Newport  High sensitivity	Long	<p>The dwellings are located in an elevated position within a residential area with long distance views south west across Newport and the river Usk. It is possible to clearly see the Usk Power Company chimney stack, various large industrial and retail buildings and Newport docks. The overall impression is one of visual clutter, with many vertical elements such as pylons, chimney stacks and wind turbines. The overall quality of the landscape is judged as poor as is the condition of many of its landscape components.</p> <p><b>Construction:</b> There would be direct long distance views south west of the bridge construction over the River Ebbw and the South Docks. Views of large scale construction machinery such as cranes would add visual clutter and adversely affect the quality of the landscape. However, this is a long distance view and taking into consideration the other components of the existing view, most notably the many disparate vertical elements, the visual impact would be minor.</p> <p><b>Year 1:</b> There would be direct long distance views south west of the bridge over the River Ebbw and the South Docks. The bridge would add another landscape component to an already very busy view and may add to the visual clutter. However, in view of the distance, its minor impact and the many intervening industrial landscape elements it is judged not to have a significant effect.</p> <p><b>Year 15:</b> There is no difference in the view between years 1 and 15.</p>	<p>Minor adverse</p> <p>Negligible adverse</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
134	Two storey farm house  "Rockfield Farm", The Elms, Magor  High sensitivity	Short	<p>The farm house is located on the west side of The Elms road in a slightly elevated position. The surrounding landscape is of a rural nature, with pastoral fields defined by mature hedgerows and broadleaf woodland blocks. However, there are urban elements within this rural landscape and the view south and east is dominated somewhat by the presence of the existing M4. It is possible to trace its route over the Severn Estuary across the second estuary crossing. The proximity of the M4 and the noise detracts from the otherwise rural landscape character. There are views south east over Caldicot Moor, across the Severn Estuary and beyond to the hills on the south banks of the Severn. Many pylons and the towers of the second crossing provide many vertical elements. The pylons in particular have an adverse effect on the quality of the existing landscape, however the overall quality of the landscape is judged as good as the condition of many of the landscape components, such as the hedgerows, fields and mature broadleaf woodlands are good.</p> <p><b>Construction:</b> There would be direct views south east onto the construction of both the new section of motorway and the new interchanges of the B4245. These would be short distance views of major earthworks, stockpile areas, signs and gantries. As the interchanges and slip roads are raised on embankments, their construction would be very visible from this vantage point. Large areas of pastoral fields would be taken up by the new slip roads and new section of motorway.</p> <p><b>Year 1:</b> There would be direct short distance views south east onto both the new interchanges of the B4245 and slip roads to the new section of motorway. The removal of extensive swathes of mature and semi mature vegetation would open up views onto moving traffic, the road, signs and gantries on both the existing M4 and the proposed new section of motorway and slip roads. The balance of the landscape would be altered by adding even more urban elements which may fundamentally change the landscape character from a rural one with urban elements to one with a much more urban landscape character.</p> <p><b>Year 15:</b> The extensive woodland planting in and around the interchanges would mitigate the urbanising effects of the interchanges to a degree, reducing direct views into the roads, though it would still be possible to see moving traffic as well as signs and gantries. However, from this elevated position the balance of the landscape components would have changed very markedly and the overall quality of the landscape would be reduced.</p>	Major adverse	Large adverse		
				Major adverse		Large adverse	
				Moderate adverse			Moderate adverse
139	Two Storey Semi Detached House  "1+2 Lower Grange Cottage"  High sensitivity	Middle	<p>These two storey residential properties on Whitewall Road have semi obstructed views by close quarter vegetation. From the second storey windows there are partial glimpsed views of Junction 23 to the north-east. The surrounding landscape is flat and contains a mixture of pastoral and arable fields bounded by continuous hedgerows with intermittent trees. From this position a small number of isolated dwellings and farm houses can be seen. Vertical elements include pylons and telephone poles.</p> <p><b>Construction:</b> From the second storey window a minor amount of vegetation clearance may see a discernible change from the south bank of the existing M4. There would be middle distance glimpsed views of the Junction 23 with its arrangements of slip roads, link roads, structures and proposed landforms. Construction activity may become visible.</p>	Negligible adverse	Slight adverse		

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p><b>Year 1:</b> Glimpse views of the moving traffic on the new section of motorway raised embankment would be visible from this point.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would partially conceal Junction 23 from this view. Views from these properties would largely return to the baseline situation.</p>	<p>Negligible adverse</p> <p>No Change</p>		Slight adverse	Neutral
140	<p>Two Storey House</p> <p>“Chapel Farm”</p> <p>High sensitivity</p>	Middle	<p>The back of this two storey farm house faces north towards the M4. Views are generally obstructed by intervening barns and existing vegetation some of which is evergreen. The surrounding farmland is made up of mostly pastoral fields bounded by continuous maintained hedgerows. Large pylons are in close proximity to the dwelling.</p> <p><b>Construction:</b> From the second storey window a small amount of vegetation clearance may see a discernible change from the south bank of the existing M4. There would be middle distance glimpse views of Junction 23 with its arrangements of slip roads, link roads, structures and proposed landforms. Construction activity may become visible.</p> <p><b>Year 1:</b> Glimpse views of the moving traffic on the new section of motorway raised embankment at Junction 23 may be visible from this position.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would partially conceal Junction 23 from this view. Views from this property would return to the baseline situation.</p>	<p>Negligible adverse</p> <p>Negligible adverse</p> <p>No Change</p>	Slight adverse	Slight adverse	Neutral
142	<p>Two Storey Houses</p> <p>Houses on St Anne’s Crescent facing onto Church Road</p> <p>High sensitivity</p>	Short	<p>These residential receptors are on the edge of Undy. Gently undulating pastoral fields can be found to the east and further residential properties to the west. From the second storey windows of the houses from St Anne’s Crescent which overlook Church Road can see expansive views of Junction 23. The bottom storey of these houses are screened by an embankment on Church Road which rises up to form a bridge over the nearby railway line. The vegetation of continuous hedgerows with intermittent trees lining Church Road also offer further screening allowing for glimpsed views of Junction 23 to the north-east.</p> <p><b>Construction:</b> Noticeable features of Junction 23 would be readily apparent to these receptors from their second storey windows including vegetation clearance, stockpiles, heavy and moving machinery, arrangements of slip roads, link roads, structures, Water Treatment Area 12 and proposed landforms. Construction activity would become visible.</p> <p><b>Year 1:</b> Traffic moving along the new section of motorway and various slip roads</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	Moderate adverse	Moderate	

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
			<p>and flyovers associated with Junction 23 would be visible along with highway infrastructure such as signs and gantries from second storey windows. Several lines of traffic and infrastructure would be noticeable in the junction area due to the differing heights of the roads. Newly planted embankments and water treatment areas would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Linear belts of trees and shrub planting implemented as part of the new section of motorway would partially conceal Junction 23 from this view. Views from these properties would mostly return to the baseline situation.</p>	Minor adverse		adverse	Slight adverse
143	<p>Two Storey House</p> <p>“Great House”</p> <p>High sensitive</p>	Short	<p><i>Assessment based on assumptions made from desktop study using aerial photography and ZTV analysis as access to receptor was not available.</i></p> <p>The back of this two storey farm house faces north towards the M4. Views are generally obstructed by existing vegetation some of which is evergreen but glimpse views of moving traffic can still be seen. The surrounding farmland is made up of mostly pastoral fields bounded by continuous maintained hedgerows. The northern boundary is bounded by the train line. Large aerial masts are in close proximity to the west of the dwelling.</p> <p><b>Construction:</b> From the second storey window a minor amount of vegetation clearance may see a discernible change from the south bank of the existing M4. There would be views from the second storey windows of Junction 23 with its arrangements of slip roads, link roads, structures and proposed landforms. Construction activity may become visible.</p> <p><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 new section of motorway and M48.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would partially conceal Junction 23 from this view. Views from this property would mostly return to the baseline situation.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Moderate adverse	Moderate adverse	Slight adverse

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
144	Two Storey Houses  Houses along the northern edge of "Rockfield Grove" between the B4245 and The Elms  High sensitive	Short	<p>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 existing M4. The bottom stories of these houses are screened by a continuous hedgerow and intermittent trees.</p> <p><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 roads, structures, Water Treatment Area 12 and proposed landforms. Construction activity would become visible.</p> <p><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 new section of motorway and M48. Newly planted embankments and Water Treatment Areas would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would partially conceal Junction 23 and Water Treatment Area from this view. Views from this property would mostly return to the baseline situation.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Moderate adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>
145b	Two storey houses along the western edge of Rogiet,  High sensitivity	Short	<p>Two storey residential dwellings with upper storey views across rugby pitches in the foreground towards lighting and passing traffic visible on both the existing M4 and M48.</p> <p><b>Construction:</b> Earthworks and other construction operations would be visible from this viewpoint. This would include earth moving operations, construction plant movements and temporary haul roads, lighting, security fencing and storage. Removal of vegetation would increase the visibility of passing traffic on the existing motorways.</p> <p><b>Year 1:</b> Gantries, traffic, lighting and signs would be visible with little screening provided by newly planted embankments.</p> <p><b>Year 15:</b> Gantries, traffic, lighting and signs would be visible through gaps in vegetation, likely on the bridge crossing and roundabout approaches which would be more akin to the baseline view at this location.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>	<p>Slight adverse</p>

Reference	Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	During Construction	Year 1 Winter	Year 15 Summer
145C	Two storey houses at Llanfihangel near Rogiet  High sensitivity	Short	<p>Two storey residential dwellings with ground and upper storey views across adjacent fields and listed buildings towards vegetation, lighting and passing traffic visible on both the existing M4 and M48.</p> <p><b>Construction:</b> Earthworks and other construction operations would be visible from this viewpoint in the short distance. This would include earth moving operations, construction plant movements and temporary haul roads, lighting, security fencing and storage. Removal of vegetation would increase the visibility of passing traffic on the existing motorways.</p> <p><b>Year 1:</b> Gantries, traffic, lighting and signs would be visible in the view with little screening provided by newly planted embankments.</p> <p><b>Year 15:</b> Gantries, traffic, lighting and signs would be visible through gaps in vegetation, likely on the bridge crossing and roundabout approaches which would be more akin to the baseline view at this location.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Large adverse	Moderate adverse	Slight adverse
147	Two Storey Semi-Detached House  “Windmill Cottage 1+2”  High sensitive	Short	<p>Windmill Cottages on Windmill Lane have expansive views across the Caldicot Moors from The Severn Crossing all the way round to Magor. Moving traffic, gantries and lighting columns of the M4 and the nearby M48 can be seen from this elevated position. In the foreground the undulating landscape is taken up by a mixture of arable and pastoral field systems bounded by continuous hedgerows. On the properties boundary evergreen trees offer limited screening in the southern direction. The ruins of an old windmill can be found to the north of the properties and behind this is Slade Wood. Also from this elevated position the rooftops of the houses in Rogiet can be seen.</p> <p><b>Construction:</b> From these properties more so 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 roads, structures and proposed landforms. Construction activity would become visible.</p> <p><b>Year 1:</b> The undulating landscape of the foreground would offer some screening. The increase in slip and link roads to the area would be a slight variance to current baseline conditions. Moving traffic would be seen on the new section of motorway and M48. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p><b>Year 15:</b> Planting implemented as part of the new section of motorway would partially conceal Junction 23 from this view. Views from this property would be a slight variance from the baseline situation.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Large adverse	Moderate adverse	Slight adverse