

Welsh Government

M4 Corridor around Newport

Environmental Statement Volume
3: Appendix 9.8

Assessment Table – Non-
Residential Properties

M4CaN-DJV-ELS-ZG_GEN-AX-EN-0008

At Issue | March 2016

Appendix 9.8 Assessment Table - Non-Residential Properties

Survey Dates:

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

Summer: September and October 2015

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

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|--|----------|---|--|------------------------|----------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| 1a | Industrial units on the southern and western edge of Imperial Park Commercial – light industrial Low Sensitivity | Short | <p>These buildings have few windows that might afford views out across the surrounding landscape. Views are mainly experienced by people circulating around the buildings. The outlook comprises surrounding car park and circulation areas, adjacent large industrial buildings and rough grassland and scrub across brownfield sites. Nearby pylons are dominant features.</p> <p>Construction: Large scale construction activity within very close proximity, including the main compound area, construction site for a substantial stretch of the new section of motorway and construction of Church Lane overbridge. Existing tree belt would be removed therefore opening up 180 degree views along the construction route. The compound area would be lit at all times during the hours of darkness making this element particularly noticeable. The significance of the effect of these impacts is reduced by the lack of windows, limited amount of time receptors would be outside of the buildings and low sensitivity of receptors.</p> <p>Year 1: New section of motorway would run very close to property with traffic and infrastructure forming dominant elements in the foreground view. Church Lane overbridge would be prominent element. The significance of the effect of these impacts is reduced by the lack of windows and limited amount of time receptors would be outside of the buildings.</p> <p>Year 15: Screen planting would block majority of views to the new section of motorway. Glimpsed and intermittent views of moving traffic and infrastructure would be available through and above narrower planting belts, especially to the south.</p> | Major adverse Major adverse Moderate adverse | Slight adverse | Slight adverse | Slight adverse |
| 1b | Parc Golf Club Moderate sensitivity | Short | <p>The visual amenity of golfers and visitors using the greens and fairways of the club is mainly influenced by the landscape of the course itself, which is well wooded with mature tree belts separating the fairways and following the outer boundaries of the Club's land. Intermittent and filtered views are available outwards over the surrounding landscape from parts of the course, especially the fringes, and these comprise primarily large, open fields with occasional hedgerows, copses and trees. When looking north west the well wooded rising ground of the Castleton Ridge is visible and forms the backdrop to the view.</p> <p>Construction: The construction boundary for the proposed new section of motorway as it heads east away from the Castleton Junction around Imperial Park, cuts through the northern edge of the golf course. This area of the course</p> | Major adverse | Large adverse | | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|---|----------|--|---------------------|------------------------|---------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>would be permanently lost to accommodate the adjacent section of motorway and existing woodland in this area is also to be removed. Users of the remaining northern section of the golf course facilities would have clear and direct views of large scale construction activity at close range. An extensive stockpile area would be located immediately to the west. Stockpiles and machinery working would be visible, although a mature tree belt along this boundary would partially screen and filter these views. Other clearly visible construction works from the northern part of the site would include building of the new section of motorway, construction of the Church Lane bridge, formation of Water Treatment Area 2 and works associated with the Castleton Junction. These works would involve large scale woodland clearance, substantial earthworks and large plant and equipment. The work would dominate the views from this northern portion of the golf course. In addition, removal of existing woodland would open up views towards the large industrial buildings on Imperial Park which are currently largely screened from this area. Users of the course further south would also have views of the construction area of the new section of motorway as it passes to the south of Imperial Park, although views from these areas would be glimpsed and intermittent due to intervening vegetation. Users of the western parts of the course would have intermittent but occasionally clear and open views of the construction of the Castleton Junction area from where extensive woodland clearance, major earthworks and construction of bridges and flyovers would be noticeable elements that would be clearly perceptible in the views available.</p> <p>Year 1: The new section of motorway and its traffic and infrastructure would be clearly visible as it runs past the northern end of the golf course and begins to lift up on embankment as it heads towards Castleton Junction. There would be large expanses of newly planted bare earth, including those associated with the large embankments. Church Lane bridge and traffic travelling over it would be clearly visible. Bare embankments, traffic and infrastructure associated with the Castleton Junction area would be visible rising above the intervening landscape. Elevated flyover sections are likely to be particularly noticeable. Industrial buildings on Imperial Park would remain as noticeable and detracting elements. The adjacent section of motorway would be the dominant feature from large parts of the course and a noticeable feature from many other areas.</p> <p>Year 15: Proposed woodland screen planting would screen the majority of traffic and infrastructure and reinstate the wooded character of the landscape to the north. However, traffic crossing the Church Lane bridge and using the elevated sections of road at Castleton Junction are likely to remain visible above intervening vegetation. The enduring loss of part of the golf course area would permanently alter the layout and design of this part of the facilities. Changes to visual amenity would remain noticeable from many parts of the site.</p> | Major adverse | | Large adverse | |
| 14c | Spring Court Farm (soil and turf sales from farm building complex) Low Sensitivity | Short | This business is situated just to the south of the A48 and is based in a complex of farm buildings. There are few windows and employees only experience their surroundings when working outside. This limits the receptors likelihood of experiencing significant effects from The proposed new section of motorway. The immediate surroundings comprises small scale pasture, although there are numerous residential and agricultural 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 | | | | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|---|----------|---|---------------------|------------------------|---------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>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>Construction: 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. The significance of the effect of these impacts is reduced by the lack of windows and limited amount of time receptors would be outside of building.</p> <p>Year 1: 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. The significance of the effect of these impacts is reduced by the lack of windows and limited amount of time receptors would be outside of building.</p> <p>Year 15: 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 through the screen planting and the A48M flyover and larger signs and gantries may still be visible above the trees.</p> | Major adverse | Slight adverse | | |
| 16 | <p>The Coach and Horses pub and Premier Inn</p> <p>Pub/restaurant and hotel</p> <p>High sensitivity</p> | Short | <p>When looking north and north east towards the proposed new section of motorway visitors to this property may just be able to see the far western end of the elevated wooded area associated with the Castleton Junction when looking upwards above intervening vegetation but their outlook in this direction is generally limited to nearby views of the surrounding car parks and garden areas due to the well wooded nature of the surroundings. Looking south and southeast towards the area of Water Treatment Area 1 however, there are intermittent and filtered views across the adjacent A48 to the nearby pasture fields and farm buildings.</p> <p>Construction: The construction works associated with the Castleton Junction area may just be visible above intervening vegetation from the rear of this property, especially from upper storey windows. Woodland clearance and earthworks across the uppermost parts of the hill are most likely to be visible. Water Treatment Area 1 is located in the field immediately opposite this property across the A48 to the south. There would be views from some of the windows, parking and pub garden areas towards the site; some of these would be direct and clear, others more filtered and glimpsed due to intervening vegetation within the grounds and alongside the A48. Major excavations using large plant and equipment would be visible between 30 and 85 metres away from windows of the</p> | Major adverse | Large adverse | | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|--|----------|--|--|---|---|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>are available to the passing traffic along this road.</p> <p>Construction: Large scale construction activity immediately adjacent to receptors, including substantial tree felling operations and major earthworks associated with the Castleton Junction works, utilising heavy plant and equipment, would be clearly visible. All existing woodland to the north is to be felled opening up views to the construction site. In addition, glimpsed and filtered views to the construction site for Water Treatment Area 1 are likely to the south west, although these would have a relatively minor effect.</p> <p>Year 1: The re-graded embankment leading up to the A48M westbound road would form the boundary of the allotments to the north; it would be largely devoid of vegetation apart from the newly planted young trees and the traffic travelling along the road above this would be clearly visible. The tops of larger lorries travelling along new section of motorway and the elevated slip roads beyond this to the north and sweeping away to the east are also likely to be visible above the nearest embankment along with the tops of the tallest signs and gantries. Water Treatment Area 1, in particular the open body of water, is likely to be glimpsed through the tree lines to the south</p> <p>Year 15: The woodland screen planting would have matured and softened and integrated the embankments. There is the potential for glimpsed views of moving traffic above the embankments and through the screen planting to still be available.</p> | <p>Major adverse</p> <p>Moderate adverse</p> <p>Negligible adverse</p> | <p>Large adverse</p> <p>Large adverse</p> | <p>Large adverse</p> <p>Slight adverse</p> | |
| 18 | <p>Olli Wood Farm animal sanctuary and Green Lofts</p> <p>Moderate Sensitivity</p> | Short | <p>When looking north east towards the new section of motorway, workers at these properties can see the wooded hills associated with the Castleton Junction beyond a foreground of pasture fields and copses. A short section of the eastbound A48M with associated traffic and infrastructure can be seen curving around the hillside.</p> <p>Construction: Tree clearance and the extensive earthworks associated with the Castleton Junction would be clearly visible in the middle distance from the north eastern edges of this property and would form the background to the views available in this direction. However, there are numerous barns and outbuildings associated with these properties and these would prevent views outwards from many parts of the site.</p> <p>Year 1: Due to a lack of public access it has not been possible to accurately determine the extents of The proposed motorway that would be visible from these properties. It is likely that some parts of the Castleton Junction would be clearly visible, especially the A48M eastbound and the eastbound diverge lane on the higher parts of the junction. Newly re-graded embankments would be largely bare earth and the lack of surrounding mature planting would result in the traffic and highway infrastructure being prominent in the view where visible between intervening buildings and copses.</p> <p>Year 15: Woodland screen planting would have softened and integrated the embankments and screened the majority of the roads and traffic, although a section of the A48M eastbound and the eastbound diverge lane at the point they are elevated over and beyond the M4 mainline are likely to remain visible.</p> | <p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p> | <p>Moderate adverse</p> <p>Moderate adverse</p> | <p>Moderate adverse</p> <p>Slight adverse</p> | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|--|----------|---|---------------------|------------------------|----------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| 32a | Commercial – light industrial Castleton Turf and Soil Moderate Sensitivity | Middle | <p>This business is situated on the B4239. There are few windows in the barn structures and employees only experience their surroundings when working outside in the yard space which would reduce the significance of effect of any impacts. The immediate landscape surrounding the business is flat arable fields bounded by hedgerows with intermittent trees. The eastern perimeter of the business is bounded by a large row of mature evergreen trees which largely blocks views east towards the River Usk Crossing from most parts of the site. There are views to the north of the Castleton Ridge (Junction 29) with glimpsed views of moving traffic on the M4 and A48 through small gaps in the surrounding woodland. The tops of buildings from Imperial Park can be seen to the north east above intervening vegetation.</p> <p>Construction: Large scale construction activity at the Castleton Junction would be visible in the middle distance, including substantial tree felling operations, major earthworks, and construction of the roads and flyovers. The large building on Imperial Park would become more prominent in the views due to the removal of intervening woodland.</p> <p>Year 1: Traffic moving along the new section of motorway and various slip roads and flyovers associated with the Castleton Junction would be visible in the middle distance 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>Year 15: Woodland screen planting alongside the new road would screen and filter views to the road, traffic and infrastructure. Occasional glimpsed views of moving traffic are likely to remain through the screen planting and the A48M flyover and larger signs and gantries may still be visible above the trees. Trees would begin to screen views to Imperial Park. Views from the business would largely return to the baseline condition.</p> | Minor adverse | Slight adverse | | |
| | | | | Minor adverse | | Slight adverse | |
| | | | | Negligible adverse | | Neutral | |
| 32b | Ty coch Caravan and Camping site Touring caravan and camping site High sensitivity | Middle | <p>Receptors staying at this camp site have only intermittent and filtered views out in the direction of new section of motorway across the surrounding reed lined Wentlooge Levels. This is due to intervening nearby vegetation around the property boundaries and adjacent fields and intervening buildings. From the southern end of the site, furthest away from the intervening vegetation along the B4239, there are likely to be glimpsed and filtered views of the well wooded rising ground associated with the Castleton Junction (Junction 29) above intervening tree belts.</p> <p>Construction: Extensive tree clearance, earthworks and construction activity associated with the Castleton Junction works at a distance of nearly 3.5km would be just perceptible in the middle distance for receptors in the southern section of the camp site. Intervening vegetation and buildings would screen and/or filter views from other areas. The limited number of clear views available reduces the magnitude of impact and significance of effect.</p> <p>Year 1: Moving traffic along the Castleton Junction and the newly formed embankments may just be perceptible in the views available from some parts of</p> | Minor adverse | Slight adverse | | |
| | | | | Minor adverse | | Slight adverse | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
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| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>this camp site.</p> <p>Year 15: Planting implemented as part of the new junction would largely conceal traffic and infrastructure on the Castleton Interchange from this area. Views from the camp site would largely return to the baseline situation.</p> | No change | | | Neutral |
| 32c | <p>Peterstone Lakes Golf Club</p> <p>Moderate sensitivity</p> | Middle | <p>The visual amenity of golfers and visitors using the greens and fairways of the club is mainly influenced by the landscape of the course itself, which is well wooded with mature tree belts separating the fairways. Intermittent and filtered views are available outwards in the direction of new section of motorway across the surrounding ree lined Wentlooge Levels with the well wooded rising ground associated with the Castleton Junction (Junction 29) visible above and between intervening tree belts.</p> <p>Construction: Extensive tree clearance and earthworks and construction activity associated with the Castleton Junction works at a distance of nearly 3.5km would be just perceptible in the middle distance from parts of the course. Intervening vegetation means that these views are filtered and intermittent. The limited number of clear views available reduces the magnitude of impact and significance of effect.</p> <p>Year 1: Moving traffic along Castleton Junction and the newly formed embankments may just be perceptible in the views available from some parts of the course.</p> <p>Year 15: Planting implemented as part of the new junction would largely conceal traffic and infrastructure on the Castleton Interchange from this area. Views would largely return to the baseline situation.</p> | <p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p> | Slight adverse | Slight adverse | Neutral |
| 32d | <p>St Mellons Church in Wales Primary School</p> <p>Moderate sensitivity</p> | Middle | <p>There is no public access available to this area. Assessment from surrounding roads has not been possible due to the presence of intervening trees and buildings in the foreground. However, the Zone of Theoretical Visibility (ZTV) plans indicate a swathe of visibility across the central portion of the playing field area to the south of the school buildings and a narrow band of visibility along the north east facing facades of the building. Assessment has been carried out using aerial imagery and the known views available from the closest residential areas available. It is predicted that the wooded upper slopes of the Castleton Ridge area would occasionally be visible above intervening rooftops.</p> <p>Construction: 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 approximately 4 km. These elements would only be visible from a very small proportion of the school site and buildings where there are no intervening elements in the immediate foreground.</p> <p>Year 1: Bare cutting faces and traffic moving along the westernmost sections of the Castleton Junction may just be discernible from limited parts of the school.</p> <p>Year 15: Woodland screen planting would have matured and would be expected to completely screen The new junction from this area. The visual amenity would return to the baseline situation.</p> | <p>Negligible adverse</p> <p>Negligible adverse</p> <p>No change</p> | Slight adverse | Slight adverse | Neutral |

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|--------------------|--|----------|--|---|--------------------------------------|--------------------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| 41 | Commercial – light industrial units Industrial Estate along Duffryn Lane Low Sensitivity | Short | <p>These businesses are located north of the proposed new section of motorway. They consist typically of large scale units for storage and heavy goods vehicles parking depots. The immediate landscape surrounding the business is predominantly flat. The landscape character is a semi-rural one with abandoned industrial land that has been neglected and has started to recolonise naturally with scrub and small trees. There are also areas of hard standing and gravel that have been left to deteriorate and have now begin to break up with scattered naturally occurring wild flowers and other vegetation. The overall quality and condition of the landscape is judged as poor, though less so where the colonised vegetation has matured.</p> <p>There may be views from these units south towards the proposed new section of motorway but these are limited as there are few windows therefore views that are available are generally oblique which reduces the significance of effect of any impacts. Despite the untidy appearance of the terrain, the area is relatively tranquil with little noise audible from nearby roads and industrial activity.</p> <p>Construction: There would be oblique, short distance views south and east onto large scale construction activity, including substantial scrub and tree felling operations, major earthworks and infrastructure such as signs and gantries.</p> <p>Year 1: There would be oblique, short distance views south and east directly onto the new section of motorway onto moving traffic, the road, signs and gantries. The balance of the landscape would change from semi-rural to a predominantly urban one.</p> <p>Year 15: Woodland screen planting alongside the new section of motorway would screen and filter views to the road, traffic and infrastructure. There would still be short distance oblique glimpsed and filtered views south and east of moving traffic through the screen planting. There would also be views of the signs and gantries. The woodland planting would mitigate somewhat against the landscape becoming more urban as trees mature and add to the existing rural vegetation.</p> | Moderate adverse Moderate adverse Minor adverse | Slight adverse Slight adverse | Slight / neutral adverse | |
| 49 | Educational/leisure Duffryn High School and Community Sports Centre Moderate sensitivity | Middle | <p>Duffryn High School and sports centre is located on the B4239. The immediate landscape is a mixture of residential housing estates to the south, west and east with a more rural edge on its east side where the B4239 has a mature hedgerow with intermittent trees that gives it a country lane rather than urban appearance. The school itself has many mature tree specimens within and around its grounds. From upper stories and external areas there are likely to be intermittent glimpsed views south and east across the River Ebbw to the land fill site and docks area beyond.</p> <p>Construction: There would be intermittent and glimpsed middle distance views of the new section of motorway construction, especially from upper stories, where it would be possible to see major earthworks and construction machinery through intervening trees. The bridge construction across the Ebbw and Usk, especially the immense cranes and components, would be a noticeable feature within views south and east, although views would be filtered by intervening trees.</p> <p>Year 1: There would be glimpsed middle distance views of moving traffic along the new section of motorway as well as views of signs and gantries. The bridge</p> | Moderate adverse Moderate adverse | Moderate adverse | Moderate adverse | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
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| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>would be the dominant landscape feature of views south and east, with direct middle and long distance views. The height of the piers would dominate the skyline. The balance of the landscape would be altered as the existing rural border would now contain two very large urban elements thus changing the landscape character from an urban settlement partly bordered by a rural edge to one enclosed by urban elements.</p> <p>Year 15: There is minimal screen planting proposed along the new section of motorway visible from this property. The views available in year 15 would be largely comparable to those available in year 1.</p> | Moderate adverse | | | Moderate adverse |
| 57a | <p>“Maesglas Industrial Estate” Docks Way, Newport</p> <p>Industrial Estate</p> <p>Low Sensitivity</p> | Short | <p>Commercial buildings of low height and limited windows located behind a brownfield site on Docks way. Belts of mature vegetation enclose the space and shield higher infrastructure offering intermittent views of moving traffic on Usk way running east to west. The new section of motorway is located within 1km due south and would be the elevated portion of the River Usk crossing offering views of the piers and the bridge deck as an elevated horizontal element above existing grade. Large pylons and street lighting are common sight in this area with the piers adding further vertical components to the view.</p> <p>Construction: Large scale construction activity such as cranes within close proximity aiding the construction of River Usk crossing. Existing vegetation belts would remain in the foreground offering intermittent views of the construction elements but not provide full screening of higher components.</p> <p>Year 1: The elevated new section of motorway deck and bridge piers would be a visible component in the view. Vertical piers would be an additional feature, however other vertical elements common in the view would not mean the piers alter the overall balance of the features.</p> <p>Year 15: Same as year 1.</p> | <p>Moderate adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p> | Slight adverse | Slight adverse | Slight adverse |
| 57b | <p>Alexandra Docks Industrial areas</p> <p>Low</p> | Short | <p>The Docks area is an extensive heavy industrial area comprising large industrial buildings, cranes and storage tanks with an extensive network of access roads. The many large structures enclose the views available from central portions of the site and there are few glimpses out from the immediate area. However, along the eastern edges there are more open views available across and up the River Usk. The majority of the buildings within this area have few windows, so there are limited views out for workers at these premises. However, a sizeable amount of activity would appear to occur outside of the buildings.</p> <p>Construction: There would be clear and uninterrupted views of construction activities and operations associated with the construction of the elevated sections of motorway over the industrial areas and of the River Usk Crossing. It is considered that this would add interest and focus in the dockside views.</p> <p>Year 1: The River Usk Crossing and elevated sections of motorway and associated traffic and infrastructure would be clearly visible from the exterior areas of many premises, although views from within buildings would be limited. It</p> | <p>Major adverse</p> <p>Major adverse</p> | Slight adverse | Slight adverse | Slight adverse |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
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| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | would become a dominant feature in the view, providing a dramatic element as it spans the docks area. Year 15: No change from Year 1. | Major adverse | | | Slight adverse |
| 60 | “Orb Industrial Estate” Low sensitivity | Short | Limited windows from receptors out towards the proposal. Views mainly experienced by people circulating around the road network associated with the industrial estate. Views are largely contained due to linear belt of trees following the boundary of the recreational ground found adjacent to the receptor. This intervening vegetation obscures far reaching views and offers only intermittent glimpses through to beyond. Where vegetation is not intervening the land opens into the River Usk corridor where higher industrial buildings and components associated with the Newport Docks area can be seen. Construction: Large scale construction activity within close proximity, including construction of overbridge. Intervening vegetation would remain and would break up clear views but still offer glimpses of activity. The significance of changes would be reduced by lack of windows and limited amount of time receptors would be travelling through the area. Year 1: The new section of motorway would run within 1km of the receptors with traffic and elevated infrastructure forming dominant elements in the view, however, other vertical detracting elements are common in the view and would mean that the additional tall piers of the overbridge and visible infrastructure would not majorly alter the overall balance of the features. Significance of the changes is reduced by lack of windows and limited amount of time receptors would be travelling through the area. Year 15: Same as year 1. | Moderate adverse Moderate adverse Moderate adverse | Slight adverse | Slight adverse | Slight adverse |
| 65a | Industrial Works located on Traston Road Low sensitivity | Short | Location at entrance to industrial works on Traston Road, a no through road for vehicles. View looking south into industrial works with car park located to the north for workers. The site houses a number of low to medium lying industrial units with few outward looking windows. The view sees a number of features related to the commercial use of the site including lighting columns, chimneys, gantry cranes and tall storage tanks which are all common detracting features of the view visible above the buildings. The area is heavily trafficked by cars and large HGV vehicles entering the business units in the area. Vegetation is intermittent with semi mature trees located at the entrance. Vegetation outside the area in view forms linear belts following the boundary of the road which would enclose views to users of these routes. Construction: Tall construction elements such as cranes and associated machinery would be visible above the existing buildings adding additional features to the view. These would be particularly visible in the south west area where construction of the River Usk Crossing is located and the new motorway deck sweeps parallel with the view before descending onto embankment directly south. Placement of the buildings in this location would offer intermittent views of the construction and activities. Year 1: The River Usk Crossing would be a visible aspect in the view at its | Moderate adverse | Slight adverse | | |

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| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>elevated position in the south west, this would include the structural supports, piers and catenary cables. The new section of motorway joins embankment to the south of the view and the proximity and arrangement of existing built environment would offer intermittent views. Gantries, signage and lighting would be visible above the buildings in the foreground.</p> <p>Year 15: Same as year 1.</p> | <p>Moderate adverse</p> <p>Moderate adverse</p> | | <p>Slight adverse</p> <p>Slight adverse</p> | |
| 65b | <p>Educational</p> <p>Llisbury High School and Coleg Gwent</p> <p>Moderate sensitivity</p> | Short to middle | <p>This school and college complex lies in a mixed residential and industrial area to the east of the River Usk. Foreground views are of the surrounding playing fields, carparks and access drives. The site boundary is tree lined for much of its length, filtering views out towards the surrounding roads, industrial units and housing areas. The limited proportion of the site area from which views of the proposed new section of motorway are available would reduce the magnitude of impact.</p> <p>Construction: There would be glimpsed and filtered views of the construction of the River Usk Crossing Piers and possibly the highest parts of the bridge deck from a limited number of upper storey windows and from more central parts of the site that are located away from the surrounding tree belts and buildings. These elements would be visible above intervening houses and industrial areas and would be seen in the context of other large vertical elements such as wind turbines, pylons, chimneys and communication masts.</p> <p>Year 1: Traffic moving along the River Usk Crossing deck and the bridge piers would be visible from limited parts of the buildings and site area and views of these elements would frequently be filtered through intervening vegetation.</p> <p>Year 15: As for year 1 although summer foliage on intervening tree belts will further filter views</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> |
| 67 | <p>Industrial</p> <p>Automation Ltd (IAC) located on Meadows Road</p> <p>Low sensitivity</p> | Short | <p>View looking south southeast into industrial business site. Access to the site was not available to the public so assessment of this receptor was based on desk top survey from aerial photographs and ZTV data. Meadows Road is bounded by mature vegetation keeping the view enclosed from this aspect. The boundaries of the site are bordered by scrub vegetation which is lower in height. The existing building has limited windows which offer views out into the surrounding area.</p> <p>Construction: The alignment of the road and the new Nash Road overbridge borders the IAC site on three sides in very close proximity. Existing vegetation located on these borders would likely be removed opening up the views onto all construction activities. Construction traffic and earthworks would be a noticeable element in the view to receptors of the site.</p> <p>Year 1: Embankments of the new section of motorway route and the embankments and abutments of the Nash Road overbridge would be clearly visible in the view. Planting at this stage would be of little value for screening purposes. Due to proximity of the route to the receptor signage, gantries and related infrastructure would be clearly visible on the elevated new section of motorway. Moving traffic along the route would be seen from this vantage point. The Nash Road overbridge would be an additional element to the view and would form a noticeable feature which is readily apparent to the receptors.</p> | <p>Major adverse</p> <p>Major 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> |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|--|----------|---|--|------------------------|------------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>Year 15: Vegetation implemented on the embankments to Nash Road overbridge would have matured, however, due to the elevated position of the road there would be clear views of the new section of motorway and associated Nash Road bridge. Embankments of the new section of motorway route would be green and would help integrate the proposed motorway into the surroundings, but vegetation here would not give significant screening leaving the new section of motorway, associated signage and moving traffic clearly visible.</p> | Moderate adverse | | | Slight adverse |
| 92 | <p>Hampton by Hilton Hotel</p> <p>“Wales 1 Day Nursery”</p> <p>Offices</p> <p>Moderate Sensitivity</p> | Middle | <p>This business is situated to the south west of junction 23a in a small mixed use business park. The hotel is 5 stories, the offices and nursery two stories in height. The views from the Hilton Hotel are predominantly south, west and east facing. From upper stories the views would be extensive. There is, however, little public space within the development and views would predominantly be from within the hotel. The offices have views south and east, though the extent of these are limited by the surrounding existing vegetation. The nursery likewise has limited views beyond the business park. The immediate landscape surrounding the business comprises a large brewery to the south, the B4245 along its eastern edge, the existing M4 and junction 23a to the north and north east, and flat arable fields bounded by hedgerows with intermittent trees along its western perimeter. The eastern perimeter of the business park is screened by a medium sized row of trees. These form a visual containment to the business park. The section of the proposed motorway to most likely to have an impact on these receptors is the road as it branches from the existing M4 prior to the Magor interchange and the road as it heads south west alongside the A4810.</p> <p>Construction: Large scale construction activity at the M4 junction 23a would be directly visible from the upper stories of the hotel and offices, but with limited views from the nursery at its central location and surrounding buildings. However, the loss of existing screening vegetation from both sides of the A4810 would open out views onto the construction. The substantial tree felling operations and major earthworks would be directly visible.</p> <p>Year 1: Moving traffic, the road and highway infrastructure such as signs and gantries would be visible. The proposed new section of motorway runs within a cutting for a section to the east of J23A and this would reduce its visual impact, though the embankments would be directly visible from all stories. Similarly, the proposed new section of motorway, traffic and infrastructure would be visible as it heads south west.</p> <p>Year 15: The re-establishment of existing vegetation along the A4810 would help reinstate the visual containment of the business park. Woodland screen planting along the embankments of the cutting would result in extensive screening of views of traffic and infrastructure of the motorway as it heads south west. The screening effect would be enhanced as the motorway travel in a cutting for a considerable length at this point though larger signs and gantries may still be visible above the trees. However, glimpsed views of moving traffic are likely to remain, especially as the motorway rises out of the cutting as it heads south.</p> | <p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p> | Moderate adverse | Moderate adverse | Slight adverse |
| 98b | Magor Services M4 | High | Views from Magor Services are screened completely by raised earthworks with woodland that block the views into the surrounding landscape. | | | | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|--|----------|--|---|-------------------------------|-----------------------|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | Low sensitivity | | <p>Construction: Views of construction activities would be restricted to a tall construction machinery including cranes partially visible above the existing earthworks and woodland.</p> <p>Year 1: There would be no views of the new section of motorway due to adjacent screening provided by existing earthworks and woodland surrounding the services.</p> <p>Year 15: As for year 1.</p> | <p>Negligible adverse</p> <p>No change</p> <p>No change</p> | <p>Slight adverse</p> <p></p> | <p>Neutral</p> | <p>Neutral</p> |
| 109 | Tata Offices Low Sensitivity | Short | <p>This business is situated on the northern side of the A4810. Views north are currently completely dominated by the steelworks. All land in the view to the north is industrial and the location of the building, between the A4810 and the industrial complex of Tata Steel, gives a very industrial landscape character. Consequently the impact of the proposed motorway at even close proximity is considered minor.</p> <p>Construction: There would be glimpsed and direct views south through the existing vegetation along the A4810 onto the construction. However, the existing vegetation along the A4810 would remain providing screening onto the new section of motorway. There are oblique views to the overbridge connecting North Row to the A4810.</p> <p>Year 1: There would be glimpsed and direct views south of moving traffic, the road itself and signs and gantries through the existing vegetation along the A4810. However, the existing vegetation along the A4810 would remain, providing a degree of screening of the new section of motorway.</p> <p>Year 15: The proposed woodland planting would merge with the existing screening and largely or wholly screen the new section of motorway. The overbridge would similarly be largely or fully screened by extensive woodland planting.</p> | <p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p> | <p>Slight adverse</p> | <p>Slight adverse</p> | <p>Neutral</p> |
| 110 | Gwent Eurocentre Low Sensitivity | Short | <p>This business is situated on the northern side of the A4810. It is extensively screened by mature tree planting. There are few if any windows with views south so the proposed new section of motorway would have no impact and thus there is neutral significance of effect for construction, year 1 and year 15.</p> | <p>Negligible</p> | <p>Neutral</p> | <p>Neutral</p> | <p>Neutral</p> |
| 145a | Commercial "Old Court Farm" Moderate Sensitivity | Short | <p>Assessment based on assumptions made from desktop study using aerial photography and ZTV analysis as access to receptor was not available. This B&B and working farm are located on the junction of the B4245 and Bencroft Lane which is between the M4 and M48. The B&B is orientated in a north-west to south-east direction limiting the views to Junction 23. There are few windows from the barn structures and employees only experience their surroundings when working outside in the yard space. The immediate landscape surrounding the business is flat pastoral fields bounded by tall hedgerows with intermittent trees. To the south M4 is partially screened by a vegetated embankment however the tops of most vehicles can be seen. To the north the ground rises limiting the views of the M4 to large moving traffic, gantries and lighting columns.</p> <p>Construction: A number of features of Junction 23 would be readily apparent and become a dominant element to this receptor. Features such as vegetation</p> | <p>Major adverse</p> | <p>Large adverse</p> | | |

| Receptor Reference | Receptor Type | Distance | Components of the existing view and the nature of the change in view | Magnitude of Impact | Significance of Effect | | |
|--------------------|---|----------|--|---|---|--|----------------|
| | | | | | During Construction | Year 1 Winter | Year 15 Summer |
| | | | <p>clearance, heavy and moving machinery, arrangements of slip roads, link roads, structures and proposed landforms. Construction activity would become visible diminishing the integrity of elements in the area.</p> <p>Year 1: Traffic moving along the new section of motorway and various slip roads and flyovers associated with Junction 23 would be visible 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>Year 15: Woodland screen planting alongside the new section of motorway would screen and filter views to the road, traffic and infrastructure. Glimpsed views of moving traffic are likely to remain through the screen planting and larger signs and gantries may still be visible above the trees. Woodland planting and embankments would begin to screen views to the west.</p> | <p>Major adverse</p> <p>Moderate adverse</p> | | <p>Large adverse</p> <p>Moderate adverse</p> | |
| 146 | <p>Commercial</p> <p>Unnamed commercial operation to the north of Bencroft Lane</p> <p>Moderate Sensitivity</p> | Short | <p>Assessment based on assumptions made from desktop study using aerial photography and ZTV analysis as access to receptor was not available. These barn structures are located just off Bencroft Lane. From this elevated position there are expansive views over the Caldicot Moors to the River Severn. Currently there are views of moving traffic, gantries and lighting columns on the existing M4 and M48. In the foreground looking south the undulating pastoral field system are bounded by continuous hedgerows with intermittent trees. There are a few deciduous trees offering a limited amount of screening to the south of the barns. Thicket Wood can be found along the northern boundary. There are few windows from the barn structures and employees only experience their surroundings when working outside in the yard space.</p> <p>Construction: From this elevated position a number of features of Junction 23 would be readily apparent and become a dominant element to this receptor. Features such as vegetation clearance, heavy and moving machinery, arrangements of slip roads, link roads, structures and proposed landforms. Construction activity would become visible diminishing the integrity of elements in the area.</p> <p>Year 1: Traffic moving along the new section of motorway and various slip roads and flyovers associated with the Junction 23 would be visible 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>Year 15: Linear belts of shrubs and trees planted alongside the new road would screen and filter views to the road, traffic and infrastructure. However from this elevated position views of moving traffic are likely to remain through the screen planting and 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>Large adverse</p> <p>Large adverse</p> | <p>Large adverse</p> <p>Moderate adverse</p> | |