

Welsh Government

M4 Corridor around Newport

Environmental Statement Volume
3: Appendix 9.9

Assessment Table: PROW and
Recreational Trails

M4CaN-DJV-ELS-ZG_GEN-AX-EN-0009

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Appendix 9.9 Assessment Tables: Public Rights of Way and Recreational Trails Receptors

Survey Dates:

Summer: September and October 2015

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

Up to 1km from the p = Short distance, 1km-5km = Middle distance, 5km-10km = Long distance, Over 10km = Distant. Any quoted distances are approximate

Refer to Figure 9.18 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
2a	Footpaths between Church Lane and The new section of motorway Footpath refs 390/19 390/20 390/21 390/22 High sensitivity	Short	<p>These footpaths run through an area of arable and pasture fields and through the woodland block that lies alongside the Imperial Park access road, part of which is blocked off to traffic. Due to the block of woodland preventing wider views to the north, views are limited to short range ones across the nearby fields and hedgerows or within the woodland itself, creating a rural aspect despite the proximity of the Imperial Park industrial area. As the access road in this area is disused there are no views to traffic except as path 390/22 nears the roundabout that serves the nearby industrial units.</p> <p>Construction: Large scale construction activity within very close proximity, including construction of a substantial length of the new section of motorway, the Main Site Compound and 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 these footpaths and provide clear, direct and uninterrupted views of an extensive construction area. Footpath 390/22, which runs through the construction area, is to be stopped up. Footpath 390/21 is to be diverted to run alongside the construction area.</p> <p>Year 1: The new section of motorway would run very close to footpaths, with traffic and infrastructure forming dominant elements in the foreground view due to the immaturity of the screen planting. Footpath 390/21 is to be diverted alongside The new section of motorway next to the proposed woodland planting and users would cross the Church Lane Overbridge to continue heading north. The experience of using these paths would be noticeably altered.</p> <p>Year 15: Woodland planting would largely screen views to the new section of motorway. Filtered views of moving traffic and the largest signs and gantries may be available through the woodland planting. As walkers who would have used the stopped up path 390/22 cross the Church Lane overbridge clear views would be available up and down the motorway and the views would be dominated by the road and its traffic. The limited proportion of these paths that would remain adversely impacted in year 15 would reduce the significance of effect.</p>	Major adverse	Large adverse		
				Major adverse		Large adverse	
				Minor adverse for majority of paths - moderate adverse as walkers cross the new section of motorway using Church Lane bridge			Slight adverse
2b	Footpaths around Berryhill Farm Footpath refs 390/15 390/17 390/18 High	Short	<p>These footpaths run between and around the northern end of Church Lane, Berryhill Farm and the A48. They run along well wooded field boundaries through an area of mixed pasture, arable and orchards. The tree lined fields and roads, and frequent copses and orchards create a well wooded outlook in all directions, as well as generally limiting views to close range ones.</p> <p>Construction: Large scale construction activity within very close proximity, including woodland clearance, construction of substantial embankments, excavations to create Water Treatment Area 2 and to remove material from borrow-pits and extensive</p>	Major adverse	Very 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
	sensitivity		<p>stockpiling of topsoil and fill materials would be visible in multiple directions from the majority of the length of these footpaths . The construction of the new section of motorway would become the dominant feature of the views available from nearly all of the length of these routes. Footpath 390/17, which runs through the construction area, would be stopped up during the works and ultimately diverted alongside the new section of motorway to the junction with Church lane near the proposed overbridge. Footpaths 390/15 and 390/18 are to be diverted around the southern edge of Water Treatment Area 2.</p> <p>Year 1: The new section of motorway would run very close to significant stretches of these footpaths, with traffic and infrastructure raised up on embankments forming dominant elements in the foreground view due to the immaturity of the screen planting. Footpath 390/17 would run through an extensive area of new woodland planting which, in year 1, would comprise rows of young nursery stock. Walkers on footpath 390/18 would overlook the bare margins and open water of the newly formed water treatment area. The visual experience of using these paths would be dramatically altered.</p> <p>Year 15: Woodland planting on embankments would largely screen views to the mainline although filtered views of moving traffic and the largest signs and gantries may be available through the narrower areas of woodland planting. The embankments themselves would limit outward views previously available. As walkers who would have used the stopped up path 390/17 cross the Church Lane overbridge, clear views would be available up and down the motorway and the views would be dominated by the road and its traffic. The foreground countryside views available from this path in the baseline would change to one of enclosed woodland.</p>	Major adverse		Very large adverse	
4a	<p>Footpath running south from Ty Mawr Lane</p> <p>Footpath ref 399/42</p> <p>High sensitivity</p>	Middle	<p>This footpath runs in a south east to north west direction across an area of the Wentlooge Levels that lies between the village of Marshfield and the industrial area of Imperial Park. The foreground and middle distance views are of a characteristic levels landscape of lush pasture and reed lined reens. There are more hedges to the west near to Marshfield, and a more wooded landscape is visible to the north east associated with Parc Golf Course. Beyond this landscape the prominent well wooded rising ground to the north of the Levels area forms the backdrop to the view. The Existing M4/A48M Castleton Junction cuts into this rising ground in the middle distance and glimpsed views of moving traffic, signs and gantries are available where there are occasional gaps in the woodland.</p> <p>Construction: Although in the middle distance, the extensive works associated with the Castleton Junction remodelling would be clearly perceptible, elevated as they are above the lower lying viewpoint. The large scale tree clearance and re-grading of the hill would be noticeable and larger plant and equipment is likely to be perceptible. However, as the views available are so expansive and open the dominance of the construction area within the available view is reduced.</p> <p>Year 1: Moving traffic, highway infrastructure, bridges and flyovers, and lighting would be noticeable on the rising ground in the middle distance. The cutting faces and embankments would be largely bare earth and would stand out in contrast to the surrounding fields, hedges and woodland. However, as the views available are so expansive and open the dominance of these elements in the view is reduced.</p> <p>Year 15: Woodland planting would be starting to soften and integrate the cuttings and</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	Moderate adverse	Moderate adverse	

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			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.	Minor adverse			Slight adverse
4b	Footpath running north from Ty Mawr Lane Footpath 399/41 High sensitivity	Middle	<p>This path crosses a succession of pasture fields on the northern edge of the Wentlooge levels. Fields are bounded by a mix of reens, hedgerows and tree belts allowing intermittent views across the surrounding agricultural landscape. Houses and farm buildings are occasionally visible on the edges of Marshfield to the east. To the north, in the direction of the proposed new section of motorway, the well wooded elevated land of the Castleton Ridge forms the backdrop to the views available.</p> <p>Construction: Although in the middle distance, the extensive works associated with the Castleton Junction remodelling would be clearly perceptible from stretches of this footpath, elevated as they are above the lower lying viewpoint. The large scale tree clearance and re-grading of the hill would be noticeable and larger plant and equipment is likely to be perceptible. However, frequent intervening vegetation in close proximity to the route means that views to the construction area would be intermittent and often seen above trees in the foreground.</p> <p>Year 1: Moving traffic, highway infrastructure, bridges and flyovers and lighting and would be noticeable on the rising ground in the middle distance from a significant proportion of this route. The cutting faces and embankments would be largely bare earth and would stand out in contrast to the surrounding fields, hedges and woodlands. However, frequent intervening vegetation in close proximity to the route means that views to the proposed new section of motorway would be intermittent and often seen above trees in the foreground.</p> <p>Year 15: Woodland screen planting would largely soften and integrate the cuttings, embankments and engineered structures and screen the majority of traffic and infrastructure. Some highway elements 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, the new section of motorway and the reclassified M4 converge is likely to remain visible.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Moderate adverse	Moderate adverse	<p>Slight adverse</p> <p>Slight adverse</p>
6	Footpath running between Church Lane and Ty Mawr Lane, Marshfield High sensitivity Footpath ref 399/49	Middle	<p>This footpath runs through Ty Mawr Farm yard before crossing some small pasture fields to meet Church Lane, Marshfield. The path passes to the rear of housing on Cambrian Drive. To the north and north east, towards the proposed new section of motorway, the view comprises small pasture fields bounded by overgrown hedgerows which are discontinuous in places. The topography is flat with the result that near views are limited to the closest fields, with the rising ground associated with the Castleton Junction appearing above and between intervening hedgerows in the middle distance. Distant moving traffic on the existing M4 is occasionally glimpsed between the trees.</p> <p>Construction: Only the works on the elevated land associated with the Castleton Junction would be visible from these receptors. Views of the woodland clearance and extensive earthworks cutting into the hill would be available but they would be very intermittent and well filtered due to intervening hedgerows in the foreground. Consequently their prominence in the view would be limited.</p> <p>Year 1: Moving traffic, the bridges and flyovers and bare embankments and cutting faces would occasionally be visible between intervening vegetation from a limited</p>	<p>Minor adverse</p> <p>Minor adverse</p>	Slight adverse	Slight adverse	Slight adverse

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>proportion of the path.</p> <p>Year 15: Mitigation planting would have softened structures and filtered views to traffic and infrastructure. At the distances involved and bearing in mind limited visibility these elements are unlikely to have a noticeable effect on the visual amenity of users of this path.</p>	Negligible adverse			Slight adverse
7	<p>Footpath running from Marshfield Road, Marshfield and heading north east into the Wentlooge Level area</p> <p>Footpath ref 399/44 399/43</p> <p>Footpath 399/43 forms part of the <i>Castleton Circular Walk</i></p> <p>High sensitivity</p>	Middle	<p>When looking north towards the proposed new section of motorway users of these footpaths 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 hedgerows, trees and buildings, with the most open views being available as the path enters the flat and more open levels area at its eastern end.</p> <p>Construction: 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 varies along the route of the path depending on the amount and location of intervening vegetation and buildings, meaning views are intermittent and often glimpsed and filtered.</p> <p>Year 1: Moving traffic, the bridges and flyovers and bare embankments and cutting faces would occasionally be visible between intervening foreground elements.</p> <p>Year 15: 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>Moderate adverse</p> <p>Moderate adverse</p> <p>Negligible adverse</p>	Moderate adverse	Moderate adverse	Slight adverse
8	<p>Footpaths to the north east of Castleton *</p> <p>Footpath refs 399/30 399/32</p> <p>Footpath 399/30 forms part of the <i>Castleton Circular Walk</i></p> <p>High sensitivity</p>	Short	<p>When looking north and north east towards The proposed new section of motorway these receptors have views across nearby pasture fields bounded by low, managed hedgerows with occasional hedgerow trees and woodland blocks. The properties along the edge of Castleton are visible to the west and there are occasional scattered houses and farms in the area. The low managed hedges in the area allows some clear views to the rising ground associated with the Castleton junction as users travel along the paths in this area although frequently views to this topographical feature are blocked and/or filtered by intervening vegetation and buildings. Where views are available to the higher ground beyond, this woodland cloaked hill is a prominent short range feature. Moving traffic along the existing M4 and the larger signs and gantries are occasionally visible in gaps in the woodland on this elevated land.</p> <p>Construction: 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 footpaths where there is no intervening foreground vegetation or buildings. The woodland clearance and earthworks would be particularly conspicuous, with larger plant and equipment also featuring in the view.</p> <p>Year 1: Moving traffic, highway infrastructure, bridges and flyovers and lighting and would be intermittently visible on the rising ground just beyond the foreground. The</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	Moderate adverse	Moderate adverse	Moderate adverse

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	* A number of paths in this area form part of a named, publicised and waymarked route called "The Castleton Circular Walk"		<p>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>Year 15: 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>	Minor adverse			Slight adverse
10	<p>Footpath ref 399/34, which forms part of the <i>Castleton Circular Walk</i></p> <p>High sensitivity</p>	Short	<p>Users of this route 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. Properties on the eastern edge of Castleton are occasionally visible to the west and a large industrial unit associated with Imperial Park is visible in the distance to the east above intervening tree belts.</p> <p>Construction: Due to its proximity and prominence the construction works associated with the Castleton Junction would become a noticeable feature of the views available from this path. 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>Year 1: Moving traffic, highway infrastructure, bridges and flyovers and lighting on the rising ground associated with the Castleton Junction would be visible intermittently 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>Year 15: 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>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Moderate adverse	Moderate adverse	Slight adverse
13a	<p>Footpath ref 390/12 390/13 399/40</p> <p>Footpath 399/40 forms part of the <i>Castleton Circular Walk</i></p> <p>High sensitivity</p>	Short	<p>These paths run south from the A48 near the Castleton Junction before heading west towards the village of Castleton. They cross some large arable fields bounded by low hedges, which are discontinuous with few hedgerow trees. This creates an open feel to the immediately adjacent landscape with numerous clear views to the north and north east towards the Castleton Junction area. 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>Construction: Large scale construction activity would be clearly visible from the majority of the length of these paths, although intervening hedgerow trees would occasionally block views from the western sections of paths 390/13 & 399/40. Woodland clearance, regrading of embankments and construction of flyover sections associated with the Castleton Junction areas, along with stockpiling operations to the east, would be particularly noticeable.</p> <p>Year 1: Traffic moving along the mainline and various slip roads and flyovers associated with the Castleton Junction would be clearly visible from stretches of these paths, along with highway infrastructure such as signs and gantries. Several lines of</p>	<p>Major adverse</p> <p>Moderate adverse</p>	Large 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>traffic and infrastructure may 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 majority of the road, traffic and infrastructure. Glimpsed views of moving traffic are likely to remain from some parts of these paths through the screen planting and the larger signs and gantries may still be visible above the trees. The flyovers where the proposed new section of motorway and westbound diverge lane cross the A48, with the old M4 westbound above these, are likely to remain prominent in the view, especially from footpath 390/12.</p>	Minor adverse			Moderate adverse
13b	<p>PROWs running through and to the north of Parc Golf Course</p> <p>Footpaths 390/14 390/23</p> <p>High sensitivity</p>	Short	<p>Footpath 390/23 passes through Parc Golf Club. Buildings associated with the club's central area and tree belts within and around the fairways and driving ranges largely restrict views outwards from the immediate environs of the Golf Club from this path. As the route travels west it emerges as footpath 390/14 into more open farmland and relatively far reaching views are available across the surrounding landscape due to the low and intermittent nature of the field hedgerows in this area. Views south are towards the Wentlooge Levels, west across farmland to the eastern edge of Castleton and north to the well wooded rising ground of the Castleton Ridge.</p> <p>Construction: Intervening vegetation and buildings would largely obscure views of the construction works from the eastern end of this route as it follows footpath 390/23. However large scale construction activity associated with the Castleton Junction works and the far western end of the proposed new section of motorway would be clearly visible from many sections of the western end of the route along footpath 390/14. This path runs immediately adjacent to the field that would be used for extensive stockpiling and this would lead to a major deterioration in the views available. Additionally, woodland clearance, re-grading of embankments and construction of flyover sections associated with the Castleton Junction would be particularly noticeable, detracting elements.</p> <p>Year 1: Traffic moving along the mainline and various slip roads and flyovers associated with the Castleton Junction would be clearly visible from many stretches of the western end of this route, along with highway infrastructure such as signs and gantries. Several lines of traffic and infrastructure may 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 majority of the road, traffic and infrastructure. Glimpsed views of moving traffic are likely to remain from some parts of these paths through the screen planting and the larger signs and gantries may still be visible above the trees. The flyovers where the proposed new section of motorway and westbound diverge lane cross the A48, with the existing M4 westbound above these, are likely to remain noticeable in the view, especially from footpath 390/14.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Large adverse	Large adverse	Moderate adverse
14b	<p>Footpath ref 399/28</p> <p>High</p>	Short	<p>This route travels south from the A48 to Lower House Farm (derelict) before heading west along footpath 399/27 towards Castleton (there are no views of the proposed new section of motorway from footpath 399/27 due to intervening woodland alongside the path). The immediate surroundings comprises small scale pasture with numerous</p>				

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					During Construction	Year 1 Winter	Year 15 Summer
	sensitivity		<p>residential and farm buildings associated with the fringes of Castleton nearby and visible in views from this route. 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>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 would be visible across the neighbouring field to the west of the receptor above the adjacent low trimmed hedges, although views would occasionally be screened and/or filtered by intervening hedgerow trees.</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. Water Treatment Area 1 would remain visible to the west with embankments and planted areas remaining as bare earth at this stage.</p> <p>Year 15: Woodland planting alongside the new road would screen and filter views to the majority of the roads, 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. Water Treatment Area 1 may just be visible over the nearby hedges, appearing as a still water body with grassed margins and adjacent reed beds.</p>	Major adverse	Large adverse		
15	<p>Footpath ref 399/25</p> <p>Path forms part of the <i>Castleton Circular Walk</i></p> <p>High sensitivity</p>	Short	<p>This path is located near the north eastern edge of Castleton. Views towards the proposed new section of motorway from the path 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>Construction: 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 would be located in the field immediately adjacent to the western part of this path. There would be direct and uninterrupted views to major excavations using large plant and equipment which would remain as the path travels east until the route reaches a block of woodland near its eastern end.</p> <p>Year 1: Traffic moving along the mainline 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 and gantries. Several lines of traffic and infrastructure would be noticeable in the junction area due to the</p>	Major adverse	Very large adverse		
				Moderate adverse		Large adverse	Moderate adverse

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>differing heights of the roads. Newly planted embankments and cutting faces 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 embankments and margins would be bare earth.</p> <p>Year 15: 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 were available in the baseline. 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>	Moderate adverse			Moderate adverse
18a	<p>Footpath refs 400/6 400/7 400/8</p> <p>High sensitivity</p>		<p>When looking east and south east walkers on the higher part of footpath 400/7, nearest to Coal Pit Lane, experience expansive and far reaching views. To the east the wooded hills associated with the Castleton Junction lie beyond a foreground of pasture fields and copses with higher, more open farmland visible above this to the north. The existing M4 is clearly visible below this footpath heading away from the junction. To the south east far reaching views across the Wentlooge levels to the Severn Estuary and the rising ground beyond this are available, with the industrial area of Newport around the River Usk also visible as a distant but distinct feature. When looking towards the Castleton Junction area there are occasional glimpses of lorries and tops of lighting columns and signs through small gaps in the woodland surrounding the roads. As the path drops down into a valley to join paths 400/6 and 400/8 intervening topography and vegetation limit views to close range ones across the nearby fields. It is only as footpath 400/8 climbs the side of the valley to meet path 400/10 near a pond that this increased elevation once again allows wider views across the wooded landscape to the east.</p> <p>Construction: An extensive construction area associated with the Castleton Junction works would be clearly visible in the middle distance beyond the nearer fields and copses when viewed from the western most section of footpath 400/7 and the eastern end of footpath 400/8. Particularly prominent elements would be tree clearance, extensive earthworks and large plant and equipment. The erection of the River Usk Crossing bridge supports would also be visible above an intervening ridge, although these would appear as a distant feature. The significance of effect of these impacts would be reduced by the limited proportion of these paths affected.</p> <p>Year 1: Newly regraded 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. The significance of effect of these impacts would be reduced by the limited proportion of these paths affected.</p> <p>Year 15: 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 would likely to remain visible in places.</p>	<p>Moderate adverse</p> <p>Moderate adverse</p> <p>Minor adverse</p>	Moderate adverse	Moderate adverse	Slight adverse
18b	Footpath refs	Short	These paths run approximately north-south across the triangle of land that lies between				

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
	400/9 400/10 Path forms part of <i>Castleton Circular Walk</i> High sensitivity		<p>the existing M4 and A48M motorways. The path runs across a shallow valley meaning that views are generally limited to short range ones, which are of rough pasture fields with frequent trees and copses. Traffic moving along the nearby motorways is noticeable from many parts of this route, although intervening vegetation frequently obscures and filters these elements.</p> <p>Construction: An extensive construction area would lie in close proximity to walkers on these paths. Large scale woodland clearance around the Castleton Junction area, excavations to create new cuttings and to quarry construction materials from borrow pits, the Castleton West compound and storage area and the construction of the A48m eastbound flyover section would be particularly noticeable and detracting elements in the views available from many parts of these paths, although intervening vegetation would frequently obscure and filter views of these elements. The compound area would be lit at all times during the hours of darkness and the lighting from this is likely to be noticeable. However, as very few receptors are likely to be on the path during the hours of darkness it is not considered this would increase the magnitude of impact.</p> <p>Year 1: Traffic moving through and around the Castleton Junction would be prominent in views available from many parts of these paths as well as signs, gantries, lighting columns and bridges and flyovers. Bare cutting faces and newly restored borrow pit areas would remain as detracting areas in the context of the surrounding fields and woodlands. Intervening vegetation would however frequently obscure and filter views of these elements.</p> <p>Year 15: Proposed woodland screen planting would largely return the visual amenity from these paths to the baseline situation. Additional flows of traffic may be visible from footpath 400/10 as it nears and crosses the existing M4 due to the addition of the M4 diverge lane cut higher into the Castleton Ridge.</p>	Major adverse Major adverse Minor adverse	Large adverse	Large adverse	Slight adverse
19a	PROWs between Penylan Road and The proposed motorway Footpath refs 400/1 400/3 400/11 High sensitivity	Short	<p>These footpaths run just to the north of the proposed new section of motorway above the Castleton Junction area in the vicinity of New Park/New Park Cottages. The footpaths follow farm tracks and field edges through an area of arable fields approximately 70m AOD. The rising ground to the north and east restricts views in these directions but expansive views over the Wentlooge Levels to the River Severn are available to the south and west. Notable features from this vantage point are arable and pastoral fields, hedgerows, mature trees, pylons, roads, Marshfield Village and St. Mellon's Business Park. Existing woodland belts screen the nearby existing M4 Castleton Junction although traffic travelling through this area is clearly audible.</p> <p>Construction: Footpath 400/1 runs immediately adjacent to the proposed new section of motorway boundary for a large part of its length whilst footpath 400/3 also comes within approx. 100m. The existing mature tree belt is to be removed to accommodate the new section of motorway, which would open up views from these footpaths and provide clear, direct and uninterrupted views of an extensive construction area. Close proximity views of large scale construction activity, including construction of bridges and flyovers and multiple traffic lanes, major earthworks to form embankments and excavate fill material, and stockpiles would be clearly available.</p> <p>Year 1: The various carriageways, slip roads, and associated traffic and infrastructure, and newly formed embankments would be dominant elements in the foreground view below significant sections of these footpaths. The borrow pit and stockpile areas would</p>	Major adverse Major adverse	Very Large 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>be in the early stages of restoration and would appear as incongruous areas compared to the surrounding arable fields. The experience of using these paths would be noticeably altered.</p> <p>Year 15: Woodland planting would screen views to the proposed new section of motorway. The overall balance of features and elements would largely return to the baseline situation although filtered views of a more extensive area of moving traffic and highway infrastructure may be available from the paths adjacent to the narrower bands of woodland.</p>	Minor adverse			Slight adverse
19b	<p>Footpaths to the north of the existing M4, east of Pound Hill</p> <p>Footpaths 390/4 390/5 390/11</p> <p>High sensitivity</p>	Short	<p>Walkers using these paths experience panoramic and wide reaching views south across the Wentlooge Levels and the Severn Estuary beyond from the majority of the length of this route, with only occasional hedgerows and trees to block these views. The existing M4 corridor, with its prominent traffic, is a dominant feature in the foreground. It cuts through the view from east to west, creating a clear boundary between the elevated ground over which these footpath travel and the levels landscape beyond. The industrial areas of Newport are also highly perceptible features of the views available. The expansive, gleaming, modern industrial units on Imperial Park stand out starkly against the surrounding agricultural areas in the middle distance whilst the largest buildings and numerous vertical elements associated with the Newport Docks area are also perceptible in the distance.</p> <p>Construction: The western section of footpath 390/11 is to be temporarily diverted to meet Pound Hill further north. Extensive woodland clearance associated with the Castleton Junction works, major earthworks and the construction of multiple traffic lanes and flyover sections would dominate the foreground of the views available from these paths. Large stockpiles would also be prominent and detracting elements in the foreground and in places these would block the views south. Woodland clearance, earthworks, major construction activities and stockpiles around the around Berry Hill farm area would also be clearly noticeable just beyond the immediate foreground. Beyond this the linear construction area for the new section of motorway would be visible sweeping through the landscape around Imperial Park and beyond this the construction of the River Usk Crossing would be perceptible in the far middle distance.</p> <p>Year 1: Newly restored and planted areas would lie immediately adjacent to sections of footpaths 390/4 and 390/11. The existing M4 carriageway would be more clearly visible within the foreground view due to woodland clearance. The proposed elevated sections of road, and associated traffic moving along these, would be dominant features in the foreground and would detract from the semi-rural, open views beyond. The mainline would be visible sweeping through the landscape around Imperial Park and beyond this the River Usk Crossing would be perceptible in the far middle distance.</p> <p>Year 15: New planting implemented as part of the proposed new section of motorway, which abuts footpaths 390/4 and 390/11, would be maturing and would largely screen all elements of the proposed motorway. However, this would also completely block the expansive views that were available from this area. These views currently define the visual amenity experienced from these paths. Although this woodland is not a discordant feature, and would be in keeping with the character of nearby hillside areas which are frequently wooded, the complete loss of the open views available in the baseline is considered to be a major deterioration of visual amenity and would create a large adverse significance of effect.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Major adverse</p>	<p>Very large adverse</p> <p>Large 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
19c	<p>Footpaths between Pound Hill and Cefn Llogell</p> <p>Footpaths 390/8 390/9</p> <p>High sensitivity</p>	Short	<p>These footpaths follow a track that runs just below the crest of a descending ridgeline between Pound Hill and Cefn Llogell. The existing M4 and Castleton Junction lie behind this intervening ridge and are not visible. Foreground views are of the adjacent fields, bordered by hedges and scattered hedgerow trees. Just beyond the ridge the gleaming, modern industrial units on Imperial Park stand out starkly against the surrounding agricultural areas in the middle distance. Beyond these urban elements panoramic and wide reaching views south across the Wentlooge Levels and the Severn Estuary are visible from the majority of the length of this route.</p> <p>Construction: There would be no short range views of the majority of the nearest construction operations associated with the Castleton junction area due to the intervening ridgeline, although the tops of stockpiles may just be visible. There would be middle distance glimpses of earthworks and construction areas across the Wentlooge Levels, although little detail would be evident. The construction of the River Usk Crossing would occasionally be noticeable in the far middle distance of the views available, with the immense cranes needed to erect the piers being the most noticeable elements.</p> <p>Year 1: Short range views would remain as for the baseline. The new section of motorway and traffic moving along it would occasionally be perceptible in the middle distance curving through the Levels landscape, although at the distances involved this would not be a highly noticeable element. The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by distance and 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>Year 15: As for year 1</p>	Minor adverse	Slight adverse		
				Minor beneficial		Slight beneficial	
				Minor beneficial			Slight beneficial
21	<p>PROW 393/91 to the south of Penylan Lane part of the Castleton Circular Walk</p> <p>High Sensitivity</p>	Middle to long	<p>This footpath is located south of Penylan Lane. The ground is undulating with the dominant ground cover being field systems bordered by managed hedgerow with intermittent trees. Views further afield see pockets of mature woodland vegetation particularly where the rural landscape meets urban pockets of development. There are long distance views across the Wentlooge Levels in a south easterly direction to the docks and River Severn. The existing M4 Castleton interchange (junction 29) cannot be seen from this footpath as it lies below an intervening ridgeline and is shielded by existing vegetation. Vertical elements found in the area consist of a number of wind turbines, Pylons and chimneys belonging to industrial elements seen in the far distance from this elevated vantage point.</p> <p>Construction: There would be middle to long distance views of the proposed bridge construction over the Rivers Ebbw and Usk from some parts of this path, although at this distance, and considering the industrial context of the bridge construction site, is considered that this change would be barely perceptible.</p> <p>Year 1: The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by distance and 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</p>	Minor adverse	Slight adverse		
				Minor beneficial		Slight beneficial	

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
			feature than the surrounding industrial buildings and chimneys. Year 15: No change from year 1.	Minor beneficial			Slight beneficial
22	PRoW 393/92 to the south Pen-sidan-fach part of the Castleton Circular Walk High sensitivity	Middle	The ground is undulating with the dominant ground cover being pastoral field systems bordered by managed hedgerow with intermittent trees. Views further afield see mature woodland vegetation and isolated dwellings. There are views across the Wentlooge Levels in a south easterly direction to the docks and River Severn. Vertical elements found in the area consist of the Transporter Bridge, a number of wind turbines, Pylons and chimneys belonging to industrial elements seen in the far distance from this elevated vantage point. The existing M4 Castleton Junction (junction 29) cannot be seen from this footpath as it lies below an intervening ridgeline and is shielded by existing vegetation. Construction: There would be middle to long distance views of the proposed bridge construction over the Rivers Ebbw and Usk from some parts of this path, although at this distance, and considering the industrial context of the bridge construction site, it is considered that this change would be barely perceptible. Year 1: The River Usk Crossing would be a noticeable feature as it sweeps over the industrial areas below, although its dominance would be limited by distance and 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 Year 15: No change from year 1	Minor adverse Minor beneficial Minor beneficial	Slight adverse	Slight beneficial	Slight beneficial
27	PRoW between the B4239 and Marshfield Village Footpath ref 412/3 399/47 High sensitivity	Middle	From this footpath running through the Wentlooge Levels the Castleton ridge (M4 Junction 29) can be seen in the middle distance rising up above the open, flat, low lying farmland of the Wentlooge Levels. Glimpses of moving traffic are just perceptible through gaps in the woodland around the Junction. Foreground views comprise the Rhosog Fawr Reen, pasture and arable fields bounded by low hedgerows and occasional trees. The South Wales to London railway line is also visible, cutting through the levels from west to east. The views include several built elements such as wind turbines, pylons and farm sheds and the houses on the southern edge of Marshfield are visible through intervening vegetation. Construction: Woodland clearance and earthworks around the Castleton Junction area would be discernible in the views from most parts of this path, resulting in perceptible damage to visual amenity. As the path nears Marshfield intervening buildings obscure views of this part of the new section of motorway. As the construction area would be a relatively small element within the expansive and open views that are available from this footpath, the magnitude of impact of the construction area would be reduced. Year 1: Traffic moving through the Castleton Junction would be perceptible from this footpath and the bare cutting faces are likely to remain noticeable. However, the views across the Levels are so expansive and open that these elements would not be dominant and the significance of effect is therefore reduced. Year 15: Extensive woodland planting would screen views of the proposed new section	Moderate adverse Minor adverse No change	Moderate adverse	Slight adverse	Neutral

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			of motorway. Views from the footpath would largely return to the baseline situation.				
28	Route with public access on Heol Las High sensitivity	Middle	<p>Foreground views comprise reed lined reens and arable and pasture fields bounded by low hedgerows and intermittent trees. The views include several built elements such as wind turbines, pylons and farm sheds and the houses on the southern edge of Marshfield are visible through intervening vegetation. The wooded Castleton Ridge (M4 Junction 29) can be seen beyond the foreground above intervening trees. Glimpses of moving traffic are just perceptible through gaps in the woodland around the Junction.</p> <p>Construction: Woodland clearance and earthworks around the Castleton Junction area would be discernible in the views from most parts of this path, resulting in perceptible damage to visual amenity. As the path nears Marshfield intervening buildings obscure views of this part of the proposed new section of motorway. As the construction area would be a relatively small element within the expansive and open views that are available from this footpath, the magnitude of impact of the construction area would be reduced.</p> <p>Year 1: Traffic moving through the Castleton Junction would be perceptible from this footpath and the bare cutting faces are likely to remain noticeable. However, the views across the Levels are so expansive and open that these elements would not be dominant and the significance of effect is therefore reduced.</p> <p>Year 15: Extensive woodland planting would screen views of the proposed new section of motorway. Views from the footpath would largely return to the baseline situation.</p>	<p>Moderate adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Moderate adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Neutral</p>
30	Wales Coast Path as it runs west from New Quay Gout alongside Peterstone Great Wharf High Sensitivity	Middle	<p>Large trees on the nearby golf course and tree lines along the path in this area partially screen the M4 Castleton Interchange (Junction 29) from this stretch of the Wales Coastal Path. Rolling hills can be seen to the north of the proposed new section of motorway. Vertical elements include pylons and transmission lines.</p> <p>Construction: There would be intermittent long distance views of the Castleton Junction construction. Woodland removal and earthworks may just be discernible but would not form noticeable elements in the views available.</p> <p>Year 1: Moving traffic and bare embankments would be just about visible but barely noticeable from this section of Coast Path.</p> <p>Year 15: Woodland planting would screen views to the new section of motorway. Views from this section of the Coast Path would largely return to the baseline situation.</p>	<p>Minor adverse</p> <p>Negligible adverse</p> <p>No change</p>	<p>Slight adverse</p>	<p>Slight adverse</p>	<p>Neutral</p>
31	Footpath linking the B4239 with the Wales Coast Path PROW ref 412/2 High Sensitivity	Middle	<p>This path passes through the parking areas and access drive associated with Peterstone Lakes Golf Club before running alongside the holding pond behind Peterstone Gout. Views outwards across the surrounding landscape are frequently blocked by intervening buildings and vegetation.</p> <p>Construction: There would be very occasional long distance views of the Castleton Junction construction. Woodland removal and earthworks may just be discernible but would not form noticeable elements in the views available.</p> <p>Year 1: Moving traffic and bare embankments would be just about visible but barely noticeable from this footpath.</p>	<p>Minor adverse</p> <p>Minor adverse</p>	<p>Slight 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
			<p>Year 15: Woodland planting would screen views to the new section of motorway. Views from this footpath would largely return to the baseline situation.</p>	No change			Neutral
33a	<p>The Wales Coast Path between New Quay and Lighthouse Park</p> <p>High Sensitivity</p>	Middle	<p>This section of footpath runs along the remote and peaceful River Severn Flood Defence Wall. From this slightly elevated position there are wide and expansive views available in all directions. The immediate foreground when looking north towards the proposed new section of motorway is of pastoral fields bounded by reens and hedgerows with scattered dwellings and farms, although views outwards are occasionally blocked and filtered by intervening adjacent tree belts and mature hedgerows. Beyond this rural foreground a number of buildings within Imperial Park are visible from some sections of path, with the ground rising up beyond these in the far distance to the open hills beyond Newport. In the middle distance, to the west of Imperial Park, the rising ground of the Castleton Ridge (M4 Junction 29) is visible. To the east there are glimpsed views over the tops of trees of Newport, SDR Bridge, the Transporter Bridge and the docks.</p> <p>Construction: Woodland clearance and earthworks around the Castleton Junction area would be intermittently perceptible in the middle distance views available from many sections of this path, although for some stretches tree belts adjacent to the path would block views. As the construction area is some distance away from this path at more than 4km distant, and as it would be a relatively small element within the expansive and open views available, the magnitude of impact of the construction area would be reduced. Construction of the tallest elements of the River Usk Crossing are also likely to be visible from sections of this route.</p> <p>Year 1: The moving traffic on the elevated areas of the new Castleton Interchange and newly formed embankments would be perceptible from this footpath due to the immaturity of the screen planting. The piers of the bridge over the River Usk would also be seen above intervening elements</p> <p>Year 15: Planting implemented as part of the proposed new section of motorway would largely conceal the Castleton Interchange from this view. There would be views of the piers of the River Usk Crossing. However views from this PROW would largely 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>Moderate adverse</p>	<p>Slight adverse</p>
33b	<p>PROWs running north-south between the B4239 and the Welsh Coast Path in the vicinity of St Brides Wentlooge</p> <p>Footpaths 412/6 412/7 Restricted byway</p>	Middle	<p>These PROWs run broadly parallel to each other in a north-south direction between the B4239 and the Coast Path. For the majority of their length they are bounded by dense hedgerows and tree belts which restricts views to the nearby arable and pasture fields, creating an enclosed and well wooded outlook. A more open stretch of Outfall Lane affords views east and north east across an expansive area of ree bordered wet pasture, with pylons near to the docks area visible in the middle distance. Glimpsed and intermittent views over intervening vegetation to the well wooded rising ground of the Castleton Ridge over 3.5km distant are available to the north west from limited stretches of all of these paths, although at the distances involved this is not a noticeable feature.</p> <p>Construction: There would be intermittent views of the River Usk Crossing construction over intervening vegetation, in particular the immense cranes, from limited points along these PROWs. The woodland clearance and earthworks associated with the Castleton Junction area may just be occasionally visible over intervening vegetation but these</p>	<p>Minor 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
	along Outfall Lane High sensitivity		<p>elements would be barely perceptible.</p> <p>Year 1: There would be intermittent views of the River Usk Crossing piers and cables over intervening vegetation from limited points along these PROWs. The moving traffic and newly formed cutting faces and embankments associated with the Castleton Junction area may just be occasionally visible over intervening vegetation but these elements would be barely perceptible.</p> <p>Year 15: Visibility of the River Usk Crossing piers and cables over intervening vegetation would remain broadly unchanged although growth of intervening vegetation would potentially decrease the visibility of these elements. Screen planting would obscure views of the Castleton Junction and return the views available in this direction to the wooded ridge of the baseline.</p>	<p>Minor adverse</p> <p>Negligible adverse</p>		<p>Slight adverse</p> <p>Slight adverse</p>	
35	Route with public access north of Church Road High Sensitivity	Middle	<p>This route is a dirt track and a continuation of Church Road running in the northerly direction. The surrounding landscape is of rough pastoral fields with some spoil heaps bounded by reens and hedgerows. In close proximity are numerous vertical elements including very large pylons. There are glimpsed views through and over hedgerows of the Castleton Junction (Junction 29).</p> <p>Construction: Vegetation clearance may be a noticeable change. There would be long distance glimpsed views over and through nearby vegetation of the Castleton Interchange and the construction areas associated with the slip roads, link roads, structures and proposed landforms. Construction activity would be noticeable.</p> <p>Year 1: Glimpsed views of the moving traffic on the new section of motorway would be visible from this point.</p> <p>Year 15: Planting implemented as part of the proposed new section of motorway motorway would largely conceal the road and associated traffic from view. Views from this route would largely return to the baseline situation.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p> <p>Neutral</p>	
37	Wales Coast Path between Lighthouse Park and Sutton Farm. High Sensitivity	Middle	<p>The Coast Path in this area runs along the top of the River Severn flood defence bund. A shelterbelt screens all views to the north west. This shelterbelt also screens all external views from the Lighthouse Pub and Lighthouse Park. From the coastal path the flat terrain of the Wentlooge Levels affords open views north east towards the Alexandra Docks and Usk industrial areas. In the foreground, rough pastoral fields with intermittent trees are separated from the coastal path by reens. Numerous vertical and large industrial elements are visible beyond this including the Transporter and SDR Bridges, pylons, cranes, wind turbines, bridges and chimney stacks.</p> <p>Construction: There would be middle distance views of the proposed bridge construction over the River Ebbw and the South Docks area. Cranes and heavy machinery would be visible during the construction of the bridge although these would coalesce to some degree with the existing industrial elements.</p> <p>Year 1: The bridge abutments and piers over the River Ebbw and South Docks would be a distinctive feature in the view. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p>Year 15: As for year 1</p>	<p>Minor 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>	

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
38	Wales Coast Path to the east of the Lighthouse pub along the River Severn High Sensitivity	Middle	<p>The Coast Path in this area runs along the top of the River Severn flood defence bund allowing slightly elevated views outwards in multiple directions. From the coastal path the flat terrain of the Wentlooge Levels affords open views north east towards the Alexandra Docks and Usk industrial areas. In the foreground, rough pastoral fields with intermittent trees are separated from the coastal path by reens. Numerous vertical and large industrial elements are visible beyond this including the Transporter and SDR Bridges, pylons, cranes, wind turbines, bridges and chimney stacks.</p> <p>Construction: There would be middle distance views of the proposed bridge construction over the River Ebbw and the South Docks area. Cranes and heavy machinery would be visible during the construction of the bridge although these would coalesce to some degree with the existing industrial elements.</p> <p>Year 1: The bridge abutments and piers over the River Ebbw and South Docks would be a distinctive feature in the view. It is considered that this element would be a positive contribution to visual amenity, being a higher quality and more aesthetically pleasing feature than the surrounding industrial buildings and chimneys.</p> <p>Year 15: As for year 1</p>	<p>Minor adverse</p> <p>Minor beneficial</p> <p>Minor beneficial</p>	<p>Slight adverse</p> <p>Slight beneficial</p>	<p>Slight beneficial</p>	
40	Route with public access between Hawse Lane and Green Lane High Sensitivity	Middle	<p>From this sparsely used route the views of Castleton Junction (Junction 29) are partially obstructed by trees and hedgerows. The foreground contains flat arable fields bounded by reens, mature hedgerows and tree belts. The railway line vegetation screens Imperial Park from view. The flat open terrain rises up to the Castleton Interchange. There are numerous pylons and transmission lines.</p> <p>Construction: Vegetation clearance in the Castleton Junction area is likely to be noticeable from this route. There would be long distance glimpsed views over and through intervening vegetation of the Castleton Interchange construction area.</p> <p>Year 1: Glimpsed views of the moving traffic on the new section of motorway where it is elevated in the vicinity of the Castleton Junction area would be visible from this point.</p> <p>Year 15: Planting implemented as part of the proposed new section of motorway would largely conceal the Castleton Junction from this view. Views from this route would largely return to the baseline situation.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Neutral</p>	
43	Route with public access alongside Percoed Reen High sensitivity	Short	<p>This route runs east west alongside Percoed Reen connecting with Green lane to the east and Marshfield to the west. It is a three to four meter wide hoggin path of good quality. The adjacent Percoed Reen is an interesting and well maintained wetland habitat and is itself a major landscape element, being approximately three meters wide. The path is used by cyclists and pedestrians alike. It is predominantly flat with open views in all directions through the gaps in the mature hedgerow that is a feature along much of its length. To the north there are views of arable and pastoral fields. The industrial buildings at Imperial Park are largely screened by existing vegetation though it is still possible to see the tops of these buildings above the tree line. To the south and east are expansive views of the pastoral fields defined by mature hedgerows. The landscape character is predominantly rural with many insects, such as dragonflies, and birds present at the time of visit. The quality of the landscape varies, is judged as good and there is a surprisingly tranquil and isolated feel along the PROW given the proximity</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>of the existing major roads to the north.</p> <p>Construction: Close proximity views of large scale construction activity, including a substantial length of the new section of motorway, the Main Site Compound and Water Treatment Area 4b. Existing mature tree belt is to be removed to accommodate the proposed new section of motorway which would open up glimpsed views of industrial buildings to the north. Removal of vegetation and hedgerow would open up short and middle distance direct views east onto the construction of the new section of motorway construction site and the Main Site Compound beyond</p> <p>Year 1: There would be glimpsed close proximity views north and east onto moving traffic on the new section of motorway. Signs and gantries would also be visible above the treeline. However, the intervening existing vegetation would partially screen the road. The removal of mature hedgerows as part of the proposed new section of motorway would open up views directly to the new road. The removal of extensive areas of hedgerow and pastoral fields would alter the balance of the landscape. The presence of the motorway would change the predominantly rural landscape character to one which contains a major urban element.</p> <p>Year 15: Woodland planting would combine with existing hedgerows and tree belts to largely screen views of the proposed new section of motorway from the western and central portions of this route, though it is anticipated there would still be glimpsed views of moving traffic and the signs and gantries would be visible above the tree line. At the eastern end of the route there would be a much bigger impact and there would still be direct views onto moving traffic. The presence of the new section of motorway would still change the predominantly rural landscape character to one which contains a major urban element.</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>	<p>Moderate adverse</p>
47	<p>Wales Coastal Path as it runs to the west of the Ebbw River south of the South Wales to London Mainline railway</p> <p>Footpath ref 412/11</p> <p>High Sensitivity</p>	Short	<p>This section of the Wales Coastal path runs north from the mouth of the Ebbw along the Hoel Pont-y-Cwch track. It affords very open views across the mouth of the Ebbw and the surrounding countryside, which is predominantly flat, large scale pastoral fields with mature and intermittent hedgerows that are edged with reens. There are numerous pylons that cross this flat landscape. Looking east across the Ebbw it is possible to see in the middle to far distance the historic Newport Alexandra Docks with its large wharfs and cranes. Overall the quality of the landscape varies, with unsightly urban elements such as the land fill site and the pylons mixed with better quality elements such as the hedgerows, the extensive reen system and more interesting industrial heritage such as the docks. This eclectic mixture means the landscape has both rural and industrial interest and a very broad and open aspect that affords panoramic views.</p> <p>Construction: There would be clear, uninterrupted near distance views of the construction of the new section of motorway and the bridge over the Ebbw and Usk. These would totally dominate the views and negate the existing openness of views to the south and east. All other landscape elements would be secondary in scale and impact.</p> <p>Year 1: There would be close proximity views of noise barriers, moving traffic, signs and gantries associated with the new section of motorway. The bridge abutments and piers over the River Ebbw and South Docks and the River Usk Crossing to the east would be prominent features in the views. The existing openness of the view would be changed to one dominated entirely by very large urban elements, with the Usk Bridge</p>	<p>Major adverse</p> <p>Major adverse</p>	<p>Large adverse</p>	<p>Large 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>being a dominating vertical presence. The Coast Path would cross the new section of motorway via the New dairy Farm overbridge which would dramatically alter the visual experience of walkers using this section of the route.</p> <p>Year 15: The very close proximity of the new section of motorway and bridges would mean any mitigation would have a very limited in effect in reducing the dominance of these elements. The landscape character would fundamentally change from an open vista taking in many landscape elements to a visually contained one dominated by the bridge and the new section of motorway. The aesthetic quality of the Usk Bridge might be perceived as a beneficial feature by some receptors.</p>	Major adverse			Large adverse
48	<p>The Wales Coastal Path as it follows the B4239 Lighthouse Road to the A48 in Newport</p> <p>Footpath ref 412/11</p> <p>High Sensitivity</p>	Short	<p>There are glimpsed views east and south east in the direction of the proposed new section of motorway through gaps in the tree belt alongside the road of pastoral fields and playing field areas bordered by hedgerows and trees. These glimpsed views east extend over the Ebbw River, beyond which it is possible to see both the Alexandra Docks and the unsightly land fill site to the north east of this area. The South Wales to London Mainline railway runs roughly parallel to this section of the path and trains travelling along the line are clearly, though intermittently, visible through the trees. On the opposite side of the lane is Duffryn school. There is much mature woodland foliage along the B4239 and within the school giving the immediate landscape character a relatively rural one, with the B4239 having a country lane feel rather than an urban one. The landscape character is very much an urban edge condition with a more rural landscape border and it has a relatively tranquil feel due to the absence of major nearby roads, though passing trains on the South Wales to London Mainline are clearly audible.</p> <p>Construction: There would be glimpsed and intermittent short and middle distance views south east of the construction of the new section of motorway from parts of this route, including views of earthworks and large construction machinery. There would also be intermittent middle distance views east of the construction of the bridge and immense cranes and construction machinery constructing the piers and cables. The height of the bridge means that this would be a noticeable element above and between surrounding structures and vegetation. However, the intermittent and glimpsed nature of the views reduces the significant of effect for users of this section of the Coastal Path.</p> <p>Year 1: There would be short range intermittent and glimpsed views south and east of taller moving traffic and tops of signs and gantries on the new section of motorway raised embankment. Similarly, there would be intermittent views of the bridge along with associated moving traffic, signs and gantries. The height of the piers means that the bridge would become a highly perceptible feature. The landscape character would change from being an urban landscape on the border of a rural landscape to one that is surrounded by urban landscape elements and thus it would become much more urban. However, the intermittent and glimpsed nature of the views reduces the significance of effect for users of this section of the Coastal Path.</p> <p>Year 15: 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>
55	<p>PRoW and local viewpoint</p> <p>“The Ridgeway,</p>	Long	<p>The Ridgeway is a well-known and popular viewpoint for panoramic views to the hills to the north of Newport and views south across Newport. There are foreground and middle distance views south onto the leafy suburban residential estate of Allt-yr-yn, though the main attraction for visitors by far is the panoramic view north away from Newport of the high hills and distance mountains of South Wales. Looking south from</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
	Newport” Footpath ref 384/20 384/28 384/30 High sensitivity		<p>this location there are long distance views south of the Usk Power Station chimney stack and many other industrial vertical elements such as pylons and wind turbines that cross the Gwent Levels. It is possible to see the southern distributor road bridge in the middle distance but there are only glimpsed longer distance views of the transporter bridge.</p> <p>Construction: It is anticipated that there would be occasional glimpsed long distance views south of the construction of the bridge over the Usk and Ebbw.</p> <p>Year 1: Despite the long distance, the scale of the River Usk Crossing means that it would be a noticeable feature as it is occasionally glimpsed between intervening foreground elements. It is considered this landmark feature would add to the interest of the long distance views from this elevated location and would be a positive change. However, views would be infrequent and fleeting due to mature trees within the surrounding open spaces and gardens.</p> <p>Year 15: As per 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>	
60	Wales Coast Path as it travels through the Industrial areas to the east of the Usk river Footpath refs 401/4 High sensitivity	Short	<p>Views are frequently contained due to linear belts of roadside trees and surrounding, large industrial buildings. These intervening elements obscure longer range views and only intermittent glimpses through to areas beyond the immediate highway corridor are available. As the route approaches the Usk River the views open up towards the river corridor where higher industrial buildings and components associated with the Newport Docks area are dominant elements.</p> <p>Construction: Large scale construction activity within close proximity, including construction of the Usk Bridge. Intervening elements would frequently obscure clear views but glimpses of construction activity would occasionally be available.</p> <p>Year 1: The new section of motorway would run within 1km of the receptors with traffic and elevated infrastructure occasionally forming dominant elements in the view. However, other existing vertical detracting elements and large structures surround the new motorway in this area. Therefore, the additional tall piers of the overbridge and visible infrastructure would not appreciably 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>	<p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Moderate adverse</p> <p>Moderate adverse</p>	
61	Wales Coast Path as it runs along the eastern bank of the Usk River Footpath refs 401/4 High sensitivity	Short	<p>The elevated position gives views across wet grassland which forms the flat levels of flood plain before the embankments of the River Usk. Low lying vegetation can be seen here which does not offer much screening. The Coast path is situated on the boundary of a recreational field found to the north east and forms a grassed ‘bund’ to the southern perimeter restricting oblique views across the river corridor for users of the recreational field. For receptors standing on the Coast path, views across the River Usk are clear. Directly across the Usk there are some linear belts of vegetation which work to screen the lower parts of the tall dominating commercial buildings associated with the Alexandra Docks. Above the large buildings there are common detracting vertical features such as pylons, wind turbines and cranes. In the middle of the view, between buildings, glimpses of the landfill to the west can be seen. To the north west, clear views of the historic Transporter Bridge can be seen crossing the Usk with further views</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>up into the hills approximately 10km away.</p> <p>Construction: Construction activity associated with the River Usk Bridge would be clearly visible. The Coast path is to be diverted in this area during the construction period. The diverted route runs through the nearby industrial area. Visual amenity for users of the route would be noticeably altered.</p> <p>Year 1: The new section of motorway would run over the buildings in the middle distance of Alexandra docks and sweep across the River Usk adding a solid linear object clearly visible for receptors using the Coast path. The proximity of the proposed bridge would allow signage detail and associated lighting to impact the surrounding area. The bridge piers and associated catenary cables would be a dominant vertical element.</p> <p>Year 15: Same as year 1.</p>	<p>Major adverse</p> <p>Moderate adverse</p> <p>Moderate adverse</p>	<p>Large adverse</p> <p>Large adverse</p>	<p>Large adverse</p> <p>Large adverse</p>	
62	<p>Wales Coast Path on the junction of Stephenson Street and Corporation Road.</p> <p>High sensitivity</p> <p>Footpath refs 401/4</p>	Short	<p>Views looking south along Corporation Road on the junction with Stephenson Street. These busy roads are used by a great deal of vehicles accessing the industrial units located along and around Corporation Road but also from an on road segment of the Wales Coast path. Users of the path would see long linear roads bordered by mature vegetation which screens some of the dominating commercial buildings in the area. This view includes a clearly visible large wind turbine located in close proximity. Views to users of the Coast path are of busy linear roads commonly used by large vehicles visiting the surrounding businesses.</p> <p>Construction: The view directly south would see large construction activity associated with the River Usk crossing above the mature vegetation and foreground industrial units.</p> <p>Year 1: The elevated section of the mainline would be clearly visible above the existing buildings located in the south of the view as it descends to ground level. The proximity and angle of the view would provide clear views of gantries and signage situated on this section of the elevated crossing. The mainline would form a dominant feature or focal point in the view.</p> <p>Year 15: The vegetation already present would have matured to some extent enclosing the view although views directly south down Corporation road would still have clear views of the elevated mainline which would be readily apparent to the receptor.</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>	
63	<p>Wales Coast Path located at the southern end of Corporation Road.</p> <p>High sensitivity</p>	Short	<p>View is enclosed by linear belts of mature vegetation offering very little in the way of views outside the immediate area. Intermediate views that do occur look into industrial units in both east and west. Above the mature vegetation there is clear site of taller features common to the area such as lighting columns and pylons. This area also sees a large amount of signage associated with the surrounding business units. The location of the Coast path on Corporation Road means that users are in close proximity to large vehicles using the roads to access the great number of businesses in the area.</p> <p>Construction: The location of the new overbridge passes in a north west to south easterly direction in clear view, overshadowing this location. Due to the extremely close</p>	<p>Major adverse</p>	<p>Very 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
	Footpath ref 401/4		<p>proximity, any construction activity would be seen from this position. Areas of local vegetation may be removed from this location to access areas of land for the bridge construction and this would open up the view. Tall elements related to construction such as cranes and machinery would be clearly visible in this location.</p> <p>Year 1: Tall construction elements would have been replaced with the new section of motorway in an elevated overshadowing position. The proximity would show clear detail of the deck, underside and supporting structures of the bridge. Lighting and signage would also be clear in the view creating a dominant feature. Users of the Coast path would pass under the mainline deck further west of this position.</p> <p>Year 15: Same as year 1.</p>	<p>Major adverse</p> <p>Major adverse</p>		<p>Very large adverse</p> <p>Very large adverse</p>	
64	<p>Wales Coast Path along eastern edge of River Usk</p> <p>High sensitivity</p> <p>Footpath ref 401/4</p>	Short	<p>View looking northwest to northeast situated on the elevated path along the River Usk embankment. Foreground of the view looks over the level wetland grass before it descends into the embankments of the River Usk Corridor. Clear views of boats situated on the waterway can be seen and continue across to the west edge of the River. Here linear belts of vegetation can be seen but are largely lost against the large buildings associated with the Newport Docks. Common detracting features in the view are the high linear buildings with chimneys, pylons, cranes and wind turbines being a common sight. Large vertical tanks are a very dominant feature in the view as well as material storage piles which rise above some of the larger buildings. The land fill site situated northwest of the docks can be seen from here which blends into the rising hills approximately 10km away.</p> <p>Construction: A large proportion of this section of the Coast Path is to be temporarily stopped up to allow for the construction areas of the elevated sections of motorway and the River Usk Crossing. The route is to be diverted through the nearby industrial estates. Visual amenity for users of this route will change considerably as views of the River Usk will no longer be available for a large part of this section. For the section of Coast Path that will remain open in this area the proximity of the Usk crossing would mean that all construction work and activity would be clearly seen. Additional tall infrastructure associated with construction would add to the commonly viewed vertical elements but would not alter the overall balance due to the ever changing view of the docks area. As construction work progresses the permanent elements of the structures would be clearly visible and create dominant features which the viewer would most likely focus on.</p> <p>Year 1: The River Usk crossing would be a dominant feature here. Clearly visible to receptors on the Wales Coast Path. The full length of the crossing, its structural supports, piers and catenary cables would be a dominant feature and focal point with the new section of motorway 'overshadowing' the area.</p> <p>Year 15: Same as Year 1.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Major adverse</p>	<p>Very large adverse</p> <p>Very large adverse</p>	<p>Very large adverse</p> <p>Very large adverse</p>	<p>Very large adverse</p> <p>Very large adverse</p>
72C	PRoW - Wales Coast Path	Medium	<p>Views from the Wales Coast Path vary in the extent depending on the location, however there are open views available above existing reed beds both toward the sea to the south and towards Newport to the north. The views towards Newport include the views of the adjacent Nature Reserve and adjacent power stations including Uskmouth Power</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
	Footpath ref 401/12 High Sensitivity		<p>Station and other industrial buildings set within the landscape that is dominated by the presence of pylons and high voltage overhead cables.</p> <p>Construction: The construction works would take place in the background of the view and would be seen as an activity that takes place in the background of the view and would be viewed as of a series of components intermittently visible, but largely characteristic of the existing view from the receptor.</p> <p>Year 1: The new section of motorway would result in minor alteration to the baseline characteristic of the view. Addition of the River Usk Crossing would result in the minor alteration to the background of the view. Some users of the PROWs may be of the view that introduction of the bridge would be a beneficial change due to its architectural beauty amongst other industrial elements associated with the docks.</p> <p>Year 15: There would be no change in the view between the year 1 and 15 due to the distance between the receptor and the proposed planting along the road corridor that would be barely perceptible in the view.</p>	<p>Negligible adverse</p> <p>Negligible beneficial</p> <p>Negligible beneficial</p>	<p>Slight adverse</p> 	<p>Slight beneficial</p>	<p>Slight beneficial</p>
78B	PRoW near Henton Farm Footpath ref 392/24 High Sensitivity	Medium	<p>The medium distance views encompass the landscape of grazed fields with hedgerow and hedgerow trees but also numerous pylons with associated overhead lines. Filtered views associated with industrial buildings located primarily to the north west but also farms and countryside homes located to the north and north east. The background of the view is formed by the industrial buildings located along the A4810.</p> <p>Construction: Construction activities associated with the construction of the Usk Bridge to the west would be visible above intervening elements, with very occasional and well filtered views of the works along the new section of motorway to the north.</p> <p>Year 1: Views of the new motorway to the north would be largely obscured by intervening vegetation and buildings. Occasional and glimpsed views of the proposed Usk bridge Piers would be available from this path. However, it is considered that this element would create a beneficial impact due to the elegant and potentially iconic nature of this part of the proposed new section of motorway.</p> <p>Year 15: As for year 1.</p>	<p>Minor adverse</p> <p>Negligible beneficial</p> <p>Negligible beneficial</p>	<p>Moderate adverse</p> 	<p>Slight beneficial</p>	<p>Slight beneficial</p>
89B	PRoW near Whitson Court Footpath ref 392/19 High Sensitivity	Short	<p>The views from the PROW linking Whiston Court with Little Newra to the north include views of overlapping vegetation including rows of hedgerows with trees with 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>Construction: 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 new section of motorway that would play a key role in the screening of construction activities. Partial views of construction activities associated the River Usk Crossing would be available above belts of existing vegetation in the background.</p> <p>Year 1: occasional and glimpsed views of some of the elements of the proposed new section of motorway would be available from this PROW. Whilst the new motorway</p>	<p>Minor adverse</p> <p>Negligible adverse</p>	<p>Slight 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
			<p>would be largely screened by existing vegetation, glimpsed views of moving traffic and infrastructure are likely from a limited proportion of this path with a resultant adverse impact . Occasional views of the River Usk Crossing piers would also be available. However, it is considered that this element would create a beneficial impact due to the elegant and potentially iconic nature of this part of the proposed new section of motorway.</p> <p>Year 15: The maturing vegetation would provide some more screening of the proposed new section of motorway, however glimpses of moving traffic and infrastructure are likely to remain with a continuing adverse impact. Occasional views of the River Usk Crossing piers would also be available. However, it is considered that this element would create a beneficial impact due to the elegant and potentially iconic nature of this part of the proposed new section of motorway.</p>	Negligible adverse			Slight adverse
95	<p>Footpaths along and around Mill Reen</p> <p>Footpath ref 372/13/1 372/87/1 372/9/2</p> <p>High sensitivity</p>	Short	<p>This footpath runs north to south along Mill Reen and is a central green infrastructure connection for Magor. Along its length it has a high amenity value, with Mill Reen providing a picturesque water habitat with several wooden bridges across it. It continues north and is culverted under the existing motorway. There are also other footpaths that connect to it from both the west and east thus providing a green infrastructure link for Magor. Along its northern length are pastoral fields, mature hedges and existing woodland screening of the M4 to giving a strong rural boundary. There are currently glimpsed views of moving traffic through the existing vegetative screening.</p> <p>Construction: Close proximity views of large scale construction activity, including construction of road and major earthworks. Existing substantial mature tree belt is to be removed to accommodate the proposed motorway which would open up views from these footpaths and provide clear, direct and uninterrupted views of an extensive construction area.</p> <p>Year 1: The new motorway would run very close to these footpaths, with noise barriers, traffic and highway infrastructure forming dominant elements in the foreground view. The experience of using these paths would be noticeably altered. Removal of existing vegetation that currently screens the M4 would open views onto the new motorway and the existing M4.</p> <p>Year 15: Woodland planting would largely screen views to the new motorway from the paths running across the fields. Filtered views of moving traffic and the largest signs and gantries would be available from the path.</p>	<p>Major adverse</p> <p>Major adverse</p> <p>Minor adverse</p>	Very Large adverse	Very large adverse	Slight adverse
101a	<p>Whitewall bridleway and public footpath</p> <p>Footpath ref 372/64/1</p> <p>High Sensitivity</p>	Long	<p>The bridleway and footpath runs north to south across the Caldicot Levels, connecting Barecroft Common in the north with Green Lane in the south. The surrounding terrain is overwhelmingly flat and comprises very large fields, mostly used for dairy farming, defined by mature hedgerows. The vegetative screening along the A4810 can be seen in the distance. The views in all directions are very open and the feel of the landscape is one of isolation, with little or no road noise audible. There is an extensive network of reens providing a mixture of wetland habitat. Vertical elements found in the area include of a number of wind turbines and pylons. Chimneys belonging to industrial elements can be seen in the far distance.</p> <p>Construction: There would be long distance views west and north west of the construction of the new section of motorway, with earthworks and machinery directly visible. The intervening hedgerow vegetation would, however, limit these views to</p>	Minor adverse	Slight adverse		

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>glimpsed or partial views. However, there would be an effect upon the current isolated landscape character as the construction workings would be seen intermittently along a large section of the horizon looking west.</p> <p>Year 1: There would be long distance glimpsed and partial views west of moving traffic and signs and gantries. This would affect the isolated feel of the landscape as it would create an urban edge condition. However, the views onto the new section of motorway are long distance and mitigated to a large degree by existing vegetation, reducing its impact.</p> <p>Year 15: The impact from year 1 would be mitigated by proposed woodland planting. It is unlikely that moving traffic would be visible though it may be possible to see highways signs above the tops of the trees from limited parts of this route. This elements would be visible but barely perceptible, with no overall change in visual amenity.</p>	<p>Minor adverse</p> <p>No change</p>		<p>Slight adverse</p> <p>Neutral</p>	
102	<p>Whitewall bridleway and public footpath</p> <p>Footpath ref 372/64/1</p> <p>High Sensitivity</p>	Long	<p>The bridleway and footpath runs north to south across the Caldicot Levels, connecting Barecroft Common in the north with Green Lane in the south. The surrounding terrain is overwhelmingly flat and comprises very large fields, mostly used for dairy farming, defined by mature hedgerows. The vegetative screening along the A4810 can be seen in the distance. The views in all directions are very open and the feel of the landscape is one of isolation, with little or no road noise audible. There is an extensive network of reens providing a mixture of wetland habitat. Vertical elements found in the area include of a number of wind turbines and pylons. Chimneys belonging to industrial elements can be seen in the far distance.</p> <p>Construction: There would be very long distance views west and north west of the construction of the new section of motorway, with earthworks and machinery directly visible. The intervening hedgerow vegetation would, however, limit these views to glimpsed or partial views. There would be a small effect upon the current isolated landscape character as the construction workings would be visible on the far distant horizon.</p> <p>Year 1: There would be long distance glimpsed and partial views west of moving traffic and signs and gantries. This would affect the isolated feel of the landscape as it would create an urban edge condition. However, the views onto the new section of motorway are long distance and mitigated to a large degree by existing vegetation, reducing its impact.</p> <p>Year 15: The impact from year 1 would be mitigated by proposed woodland planting. At this distance any views of moving traffic or highways signs above the tops of the trees would be barely perceptible, with no overall change in visual amenity.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Neutral</p>	
105a	<p>Route with public access connecting Longlands Farm with Rush Wall track.</p> <p>High</p>	Middle	<p>This route with public access runs north west to south east and connects Longlands Farm in the south with Rush Wall Track in the north. The surrounding terrain is predominantly flat with the dominant ground cover being pastoral field systems bordered by managed hedgerow with intermittent trees. Views further afield see mature woodland vegetation and isolated dwellings. Vertical elements found in the area consist of a number of nearby wind turbines and several pylons. The route as it passes Longlands farm runs adjacent to several agricultural buildings and services yards, which are currently being used to house a large number of caravans. This gives the landscape in the immediate vicinity of the route a very disorderly and cluttered</p>				

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	sensitivity		<p>appearance. The route becomes very difficult to navigate due to overgrown hedges and bushes and is in considerable disrepair, suggesting it is little used. Consequently views out are very limited as the footpath travels for most of its distance between two overgrown and unkempt hedgerows.</p> <p>Construction: There would very limited views of the construction as a result of the overgrown nature of the hedgerows flanking the path.</p> <p>Year 1: There would very limited views of the new motorway as a result of the overgrown nature of the hedgerows flanking the path.</p> <p>Year 15: As 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>	
105b	Route with public Access along Rush Wall track	Short	<p>This route follows a stoned track that is bordered along its northern side by a mature tree belt. This results in views north towards the proposed new section of motorway being intermittent and filtered. However, where views are available through gaps in the vegetation the view is dominated by the large, white industrial buildings along the northern edge of the A4810 at a distance of approximately 200m. To the south the views are more open and rural across a neat pattern of regular shaped fields separated by reens and hedgerows.</p> <p>Construction: There would be very close proximity, direct but intermittent views north across an extensive construction area. At this close distance all elements of construction would be clearly visible, with earthworks and large plant and equipment being dominating elements.</p> <p>Year 1: There would be very close proximity, direct but intermittent views north onto the new section of motorway with moving traffic, signs and gantries dominating the view.</p> <p>Year 15: As for year 1- Existing vegetation would have continued to grow but the proximity of the proposed motorway means that it would continue to have a significant adverse impact</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>	
107	<p>PROWS between Redwick, Whitson and the Wales Coast Path</p> <p>Route with public access along Mead Lane and Footpath refs 404/3 392/15A 392/15</p> <p>High sensitivity</p>	Long	<p>The surrounding terrain consists of predominantly flat, large scale pastoral fields defined by unmanaged hedgerows containing intermittent mature trees. Vertical elements found in the area consist of a number of wind turbines and many pylons which are visible over intervening vegetation. These routes run south west from Mead Farm, connecting with the Wales Coastal Path and the hamlet of Whitsun. They are frequently bounded by unmanaged hedgerows and tree belts which limit views northwards towards the proposed new section of motorway.</p> <p>Construction: There would be long distance intermittent and glimpsed views north of major earthworks and machinery.</p> <p>Year 1: There would be glimpsed and intermittent views of moving traffic and signs and gantries on the new section of motorway raised embankment. .</p> <p>Year 15: Generally as for year 1, although intervening vegetation could be expected to have continued to grow thereby further limiting views towards The proposed motorway</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>Negligible adverse</p>	<p>Moderate adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	
111B	PRoW near	Short	The views available for users of this PRoW extend across the Caldicot Levels from this				

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
	Wilcrick Hill Footpath ref 372/97/1 High sensitivity		<p>slightly elevated location. The view to the north is restricted by vegetation on Wilcrick Hill. The view includes mature linear tree and shrub belts which hide views of industrial development and settlements such as Magor. Vertical elements visible include pylons, telegraph poles, wind turbines and industrial chimneys.</p> <p>Construction: Views would mostly be screened by intervening mature tree and shrub belts, although there may be glimpses of larger earthworks, and taller vertical elements and moving construction traffic required in construction, above existing vegetation.</p> <p>Year 1: Views would mostly be screened by intervening mature tree and shrub belts, although there may be glimpses of taller vertical highway elements and moving traffic above existing vegetation.</p> <p>Year 15: Assuming full vegetation is present in year 15, mitigation planting would have matured, thereby returning the view to the baseline condition.</p>	<p>Minor adverse</p> <p>Minor adverse</p> <p>No change</p>	<p>Slight adverse</p> <p>Slight adverse</p>	<p>Slight adverse</p>	<p>Neutral</p>
113	Public Right of Way near Longditch Woods Footpath ref 397/16 388/17 High sensitivity	Long	<p>The footpath runs from south west from Castle Farm over the hills to the north of Tata Steelworks, rising up over the hills from its starting point at Castle Farm. The surrounding terrain is predominantly flat to the south and east and hilly to the north and west. From this vantage point there are views north, south and west. The view south is totally dominated by the Tata Steelworks. There is a long distance view west across the flat landscape of the Gwent Levels where it is possible to see the Transport Bridge, Uskmouth Power Station and the mouth of the river Usk. The view is very open in nature and the elevated position of the viewpoint affords a panoramic vista across east Newport.</p> <p>Construction: There would be limited views of the construction of the new section of motorway as a result of the intervening existing vegetation and the Tata Steelworks which would screen much of the construction.</p> <p>Year 1: There would be limited views of the new section of motorway as a result of the intervening existing vegetation and the Tata Steelworks which would screen much of the proposed new section of motorway.</p> <p>Year 15: There would be no significant difference between year 1 and year 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>
114	Public Right of Way Footpath ref 388/20 High sensitivity	Long	<p>The footpath runs from south west from Castle Farm over the hills to the north of Tata Steelworks, rising up over the hills from its starting point at Castle Farm. The surrounding terrain is predominantly flat to the south and east and hilly to the north and west. The views from this vantage point are to the east and south. The view south is totally dominated by the Tata Steelworks. There is a view east across the flat landscape of the Gwent Levels where it is possible to see the vegetative screening that runs alongside the A4810 as it heads south west, though from this distance it is a long distance view. It is only just possible to see moving traffic on the A4810 as glimpsed views between the vegetation. The view has many vertical elements, comprising wind turbines, pylons and some very large buildings of the Tata Steelworks.</p> <p>Construction: There would be limited views of the construction as a result of the intervening existing vegetation and the Tata Steelworks which would screen much of the</p>	<p>Negligible 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
			<p>construction.</p> <p>Year 1: There would be very limited views of the new motorway and its traffic as a result of intervening existing vegetation and the Tata Steelworks</p> <p>Year 15: As for year 1</p>	<p>Negligible adverse</p> <p>Negligible adverse</p>		<p>Slight adverse</p>	<p>Slight adverse</p>
115	<p>Public Right of Way</p> <p>Footpath ref 388/3</p> <p>High sensitivity</p>	Long	<p>The footpath runs from south west from Castle Farm over the hills to the north of Tata Steelworks, rising up over the hills from its starting point at Castle Farm. From the low position here there would be no noticeable views of the proposed motorway</p> <p>Construction: None.</p> <p>Year 1 None.</p> <p>Year 15 None</p>	<p>No change</p> <p>No change</p> <p>No change</p>	Neutral	Neutral	Neutral
116C	<p>PRoW near Knollbury</p> <p>Footpath ref 372/85/1 372/86/1</p> <p>High sensitivity</p>	Short	<p>The views from the PRoW extend south west across agricultural land towards vegetation alongside the M4 with glimpsed middle distance views of moving traffic, signs and gantries through the existing screening. Residential properties at Knollbury are also visible.</p> <p>Construction: Views of construction activity would be available beyond the agricultural fields from the northern sections of these paths. As these paths head south towards the proposed new section of motorway the construction area would be in close proximity and parts of the routes are to be stopped up and/or temporarily diverted. Clear and close proximity views of an extensive construction area would be available including substantial earthworks, new bridges and flyovers, the construction of Water Treatment Area 11, compounds and stockpile areas. As these paths head north away from the proposed new section of motorway the prominence of the works would reduce and this would reduce the overall significance of effect.</p> <p>Year 1: The views of the existing M4 corridor would also include the proposed new section of motorway resulting in 12 lanes of motorway and associated traffic and infrastructure being visible from the southern parts of these paths. The road corridors would be more exposed due to the lack of vegetation screening increasing their prominence in the views available. Views would be available of the newly formed Water Treatment area 11 and newly restored compound and storage areas,</p> <p>Year 15: It is expected that by year 15 proposed vegetation would mature to provide similar level of screening to the existing road corridor. However the corridor would be in closer proximity and the greater quantity of traffic and infrastructure if likely to be noticeable between and over intervening vegetation.</p>	<p>Major adverse</p> <p>major adverse</p> <p>Minor adverse</p>	Large adverse	large adverse	Slight adverse
117	<p>Public Right of Way</p> <p>Footpath ref 372/69/4</p> <p>High sensitivity</p>	Middle	<p>The PROW runs south west from Castell Coch farmhouse and ascends up the surrounding hilly terrain to give prominent views from an elevated position south and east across the Gwent Levels. The PROW is located in pastoral fields with mature hedgerows and blocks of broadleaf woodland. Looking south east it is possible to see an extensive section of the existing M4 and the raised junction 23A. Moving traffic, signs and gantries are clearly visible. However, this does not detract too much from the landscape character which is a rural one set in pleasantly undulating fields and woodlands. There is no view of Newport transport bridge or any other vertical elements</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>from this vantage point.</p> <p>Construction: As a result of the removal of existing vegetation, particularly around Junction 23A, there would be middle distance glimpsed views south east from the PROW onto the construction area. It would be possible to see major earthworks, machinery, signs and gantries. It would be possible to see the construction of the overbridge on the B4245. However, as the construction is located on the east side of the junction it is anticipated these views would be very limited. It may be possible to see glimpses of the construction as the new section of motorway heads south west but these would be limited and long distance.</p> <p>Year 1: There would be very limited middle distance views south east onto the new section of motorway with glimpsed views of moving traffic, signs and gantries. It would be possible to see moving traffic, signs and gantries on the overbridge on the B4245.</p> <p>Year 15: 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 noticeable views of the proposed new section of motorway. It may be possible to see the overbridge on the B4245 but there would be only limited, glimpsed views of this element due to intervening vegetation.</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>	<p>Slight adverse</p>
119	<p>Public Right of Way "Penhow Woodlands"</p> <p>Footpath ref 402/36 402/29 402/28</p> <p>High sensitivity</p>	Long	<p>The footpath runs from west to east along Penhow Woodlands. The extent of the existing vegetation and the undulating terrain would result on no noticeable views of the proposed new section of motorway</p> <p>Construction: None.</p> <p>Year 1 None.</p> <p>Year 15 None</p>	<p>No change</p> <p>No change</p> <p>No change</p>	<p>Neutral</p>	<p>Neutral</p>	<p>Neutral</p>
120	<p>Public Right of Way near Bowdens Farm</p> <p>Footpath ref 402/39</p> <p>High sensitivity</p>	Long	<p>The footpath runs from west to east past Bowdens Farm. It is in an elevated position and located in a rural area comprising pastoral fields. From this vantage point there is a view south onto the Gwent Levels, with Wilcrick Hill being a prominent feature and it is possible to see the larger building of the Tata Steelworks. However, the existing M4 is not clearly identifiable. At this long distance, it is anticipated that there would be no noticeable views of any aspect of the proposed new section of motorway.</p> <p>Construction: None.</p> <p>Year 1 None.</p> <p>Year 15 None</p>	<p>No change</p> <p>No change</p> <p>No change</p>	<p>Neutral</p>	<p>Neutral</p>	<p>Neutral</p>
121	<p>Public Right of Way</p> <p>Footpath ref</p>	Long	<p>The footpath runs along high ground from Caerlicyn Farm south east to the A48. It is located within a very rural landscape with a feeling of isolation and natural beauty. There is a wide panoramic view south over the Gwent Levels. From this vantage point there is a view south onto the Gwent Levels, with Wilcricks Hill being a prominent</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
	394/37 394/38 High sensitivity		feature and it is possible to see the larger buildings of the Tata Steelworks. However, the existing M4 is not clearly identifiable. Construction: Long distance view of Usk Bridge construction. At this very long distance, it is anticipated that there would be no measurable visual impact due to the construction of the new section of motorway. It is anticipated there would be long distance oblique views of the new bridge over the Usk and Ebbw rivers. However, at this distance it is judged that this element would be barely discernible. Year 1: Long distance view of Usk bridge. However, at this distance it is judged that this element would be barely discernible. Year 15: As for year 1	No change No change No change	Neutral	Neutral	Neutral
122	Public Right of Way Footpath ref 372/71/1 High sensitivity	Long	The footpath runs east to west adjacent to Salisbury Farm. It is currently flanked either side by high, unmaintained hedgerows. The extent of the existing vegetation and the undulating terrain would result in no noticeable views of the proposed new motorway. Construction: Long distance view of Usk bridge construction. However, at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity. Year 1: Long distance view of Usk bridge. However, at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity. Year 15: As for year 1	No change No change No change	Neutral	Neutral	Neutral
123	Public Right of Way near Longditch Woods Footpath ref 397/6 High sensitivity	Long	The footpath runs from south west from Castle Farm over the hills to the north of Tata Steelworks, rising up over the hills from its starting point at Castle Farm. The surrounding terrain is predominantly flat to the south and east and hilly to the north and west. From this vantage point there are views south and west. The view south is totally dominated by the Tata Steelworks. There is a long distance view west across the flat landscape of the Gwent Levels. Construction: The Zone of Theoretical Visibility (ZTV) indicates that the proposed new section of motorway would not be visible from this location. Year 1: The ZTV indicates that the proposed new section of motorway would not be visible from this location. Year 15: As for year 1.	No change No change No change	Neutral	Neutral	Neutral
124	Public Right of Way near Hartridge School Footpath ref 405/6 397/3	Long	The footpath runs north to south near to Hartridge High School. The footpath is in an elevated position but the surrounding vegetation of mature hedgerows and woodland tree blocks give only limited and glimpsed views south and east across the Gwent Levels. The Tata Steelworks dominates the view to the south east. The existing vegetation results in considerable visual containment so that views outwards across the surrounding landscape are very limited. Construction: There may be long distance views south east of the construction of the bridge across the Usk and Ebbw. However, these would be over the tops of trees and	No change	Neutral		

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
	High sensitivity		<p>other vegetation and at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity.</p> <p>Year 1: There may be long distance views south east of the bridge across the Usk and Ebbw. However, these would be over the tops of trees and other vegetation and at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity.</p> <p>Year 15: As for year 1.</p>	No change No change		Neutral	Neutral
125	Public Right of Way near Llanwern Golf Course Footpath ref 397/2 High sensitivity	Long	<p>The footpath runs east to west near to Llanwern Golf course. The footpath is in an elevated position. The surrounding vegetation of mature hedgerows and woodland tree blocks give only limited and glimpsed in distance views south and east across the Gwent Levels. The Tata Steelworks dominates the view to the south east. The existing vegetation results in considerable visual containment so that all views are limited.</p> <p>Construction: There may be long distance views south east of the construction of the bridge across the Usk and Ebbw. However, these would be over the tops of trees and other vegetation and at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity</p> <p>Year 1: There may be long distance views south east of the bridge across the Usk and Ebbw. However, these would be over the tops of trees and other vegetation and at this distance it is judged that this element would be barely discernible with no noticeable change in visual amenity</p> <p>Year 15: As for year 1</p>	No change No change No change	Neutral	Neutral	Neutral
126	Public Right of Way South of Hartridge School Footpath ref 405/4 397/1 405/6 397/2 High sensitivity	Long	<p>The footpath runs east to west adjacent just south of Hartridge School. The extent of the existing vegetation and consequent visual containment results in no perceptible views of the proposed new section of motorway.</p> <p>Construction: None</p> <p>Year 1 None</p> <p>Year 15 None</p>	No change No change No change	Neutral	Neutral	Neutral
135	Public Right of Way Footpath ref 372/29/1 372/30/1 High sensitivity	Short	<p>The PROW runs north west to south east and connects with The Elms road just north of the M4. The overgrown nature of extensive hedgerows and tree belts that flank the PROW mean there are no views of the existing M4 motorway despite its proximity to the southern end of this path.</p> <p>Construction: The southern end of footpath 372/29/1 runs very close to the construction area boundaries. As it nears The Elms it is to be diverted along the northern edge of the construction area. Views of an extensive construction area would be available from this southern portion of the path, with more filtered and intermittent</p>	moderate adverse	Moderate adverse		

Receptor Reference	Receptor Type	Distance	Components of the existing view and the nature of the change in view	Magnitude of Impact	Significance of Effect		
					During Construction	Year 1 Winter	Year 15 Summer
			<p>views available further north. Construction activity visible from this path would include substantial earthworks, stockpile storage areas and the construction of the elevated Magor Interchange Bridge. The limited proportion of this path that would be effected would reduce the magnitude of impact and significance of effect.</p> <p>Year 1: Due to the immaturity of mitigation planting views of the new motorway and associated traffic are likely to remain from the southern-most portion of this route. The elevated Magor Interchange Bridge is likely to remain as a prominent element in the views to the south east.</p> <p>Year 15: Proposed screen planting in conjunction with existing tree belts is likely to largely screen the new motorway from the majority of this route. There may be glimpsed and filtered views of traffic and infrastructure from the southern-most portions of the route, particularly the elevated Magor Interchange Bridge.</p>	<p>Moderate adverse</p> <p>Minor adverse</p>		<p>Moderate adverse</p>	<p>Slight adverse</p>
136	<p>Public Right of Way</p> <p>Footpath ref 372/33/1</p> <p>High sensitivity</p>	Short to Middle	<p>The PROW runs north to south east and is located to the south of Common-y-coed in a slightly elevated position. The surrounding terrain has a rural landscape character with pastoral fields defined by mature hedgerows and broadleaf woodland blocks. The topography is undulating. There are views to the south and south east. The views south are limited by the intervening undulating topography and existing vegetation, though it is possible to see the AB Inbev brewery at junction 23A. The existing M4 is not clearly visible from this vantage point, being screened by woodland vegetation. There are longer distance views, however, over this vegetation south east across the Caldicot Levels.</p> <p>Construction: As a result of the undulating terrain and existing intervening woodland it is anticipated there would be only be limited views south east onto the proposed new section of motorway. However, there would be views of the construction of the elevated Magor interchange Bridge and associated earthworks.</p> <p>Year 1: There would be limited views south east onto the proposed new section of motorway. There would be middle distance oblique views of moving traffic and signs and gantries on both the road and some of the various slip roads, in particular the elevated Magor Interchange Bridge. This would change the current landscape character from this vantage point as more urban elements are introduced. However, the fact that the vantage point is only slightly elevated mitigates the visual impact as views are across to rather than looking down onto the new interchanges and section of motorway with the result that intervening vegetation frequently lessens the impacts.</p> <p>Year 15: Extensive woodland and other screening planting in and around the new interchanges would reduce the urbanising effect of the slip roads and new section of motorway. However, it is anticipated that, as some the interchanges and slip roads travel along raised embankments and elevated sections, they would remain visible and would thus add an urban element to an otherwise largely rural landscape, reducing the overall quality of the landscape.</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>
137	<p>Public Right of Ways near Bencroft Lane</p> <p>Footpath ref</p>	Middle	<p>These PROWs are located north east of Common-y-Coed and run east-west along an elevated area. The surrounding landscape has a rural landscape character. There are broad, panoramic views south east across Caldicot Moor, the Severn Estuary and to the hills on the far side of the Severn Estuary. There are direct short to middle distance views onto moving traffic on the existing M4 and onto its signs and gantries. The</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
	372/40/1 372/34/1 High sensitivity		<p>Caldicot Levels are interspersed with many tall pylons reducing the quality of the landscape. The overall vista is one of a sweeping landscape that is interspersed with the industrial elements such as pylons and the infrastructure of the M4 motorway and the second Severn bridge structure.</p> <p>Construction: There would be middle distance views south east onto the construction of new interchanges, in particular the elevated Magor Interchange Bridge. The existing vegetation along the raised embankment of the existing M4 would be removed revealing earthworks, machinery and other construction activities. Large swathes of existing semi-mature screening would be removed revealing bare earth embankments. Significant areas of pastoral fields and hedgerows would be removed to accommodate the new interchange with the existing M4 and M48.</p> <p>Year 1 There would be direct, middle distance views onto moving traffic, the road and signs and gantries of both the existing M4 and the proposed new section of motorway. The extent of the road system, slip roads, new roads and embankments would fundamentally change the landscape character of the landscape in the immediate proximity of the new section of motorway and would also change the landscape character over a greater area. The balance of the existing landscape would change, making it markedly more urban and less rural in character. The motorway interchanges would dominate the view.</p> <p>Year 15 There would still be direct, middle distance views onto moving traffic, the road and signs and gantries of both the existing M4 and the proposed new section of motorway, though mitigation would reduce the extent of these to being glimpsed and filtered views. The extent of the road system, slip roads, new roads and embankments would still fundamentally change the landscape character of the landscape in the immediate proximity of the new section of motorway though extensive woodland planting would less the urbanising effect. However, it is anticipated that the sheer extent and number of slip roads would result in a permanent urbanising of the landscape as viewed from this vantage point, reducing the overall quality of the landscape significantly.</p>	Major adverse Major adverse Moderate adverse	Large adverse	Large adverse	Moderate adverse
147	PRoW 378/3/1 at the end of Windmill Lane Footpath ref 378/3/1 High sensitivity	Short	<p>From this position there are expansive views across the Caldicot Moors from The Severn Crossing to the east all the way round to Magor. Moving traffic, gantries and lighting columns of the existing M4 and M48 motorways 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. The ruins of an old windmill can be found along this route and to the north is Slade Wood. From this elevated position the rooftops of the houses in the village of Rogiet can also be seen.</p> <p>Construction: From this PRoW elements associated with the construction of the revised Junction 23 would be readily apparent to these receptors including vegetation clearance, heavy and moving machinery, construction of slip roads, link roads, bridges and proposed landforms.</p> <p>Year 1: 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 elevated Magor Interchange Bridge and the existing M48. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p>	Major adverse Major adverse	Large 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>Year 15: Planting implemented as part of the proposed new section of motorway would partially conceal Junction 23 from this view. However, the elevated Magor Interchange Bridge and traffic moving along it is likely to remain visible.</p>	Moderate adverse			Moderate adverse
149a	<p>PRoW 378/14/2 on the Caldicot Moors</p> <p>Footpath ref 378/14/1 378/14/2</p> <p>High sensitivity</p>	Short	<p>The flat terrain offers 360 degree views of the Caldicot Moors. In the foreground the landscape is made up of a mixture of pastoral and arable fields bounded by continuous hedgerows with intermittent trees and tree belts. The PRoW is a long and straight dirt track used by vehicles, cyclists, horse riders and pedestrians. The nearby existing M4 toll booth can be seen along with moving traffic, gantries, lighting columns and embankments. In close proximity there are extensive pylons and transmission lines.</p> <p>Construction: From this PRoW, Junction 23 is raised to the north and the project would not alter the overall balance of features that comprise the existing view. Vegetation clearance may see a discernible change allowing for the arrangements of slip roads, link roads, structures and proposed landforms. Construction activity would become visible.</p> <p>Year 1: The raised embankments to the existing M4 would offer partial 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. Newly planted embankments would be bare and would stand out in contrast to surrounding fields and woodlands.</p> <p>Year 15: Planting implemented as part of the proposed new section of motorway would partially conceal Junction 23 from this view. Views from this PRoW would be a slight variance from the baseline situation.</p>	<p>Moderate adverse</p> <p>Minor adverse</p> <p>Minor adverse</p>	Moderate adverse	Slight adverse	Slight adverse
149b	<p>PROW between Rogiet and Llanfihangel near Rogiet</p> <p>Footpath ref 378/21/1</p> <p>High sensitivity</p>	Short	<p>This footpath crosses large, open fields between the western edge of Rogiet and the hamlet of Llanfihangel near Rogiet. Beyond the immediate fields lighting columns and passing traffic are visible on both the existing M4 and M48.</p> <p>Construction: Earthworks and other construction operations would be visible from this footpath. 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>Year 1: Gantries, traffic, lighting and signs would be visible with little screening provided by newly planted embankments.</p> <p>Year 15: 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