

Technical note

Project:	Newgale WelTAG Study	To:	Neil Carpenter
Subject:	WelTAG Landscape and Townscape	From:	
Date:	12 Dec 2016	cc:	

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N.B. The text within this Technical Note will be inputted into a multi-discipline WelTAG assessment prior to issue to the client and will be subject to further change/review.

1.1. Landscape and Townscape

1.1.1. Local Landscape Character

The route options (study area) are located on the west coast of Pembrokeshire incorporating the settlements of Upper and Lower Eweston to the north at its highest point at 105m AOD gradually descending east to Roch and south to Newgale and Penycwm. In between the main settlements are scattered farms and dwellings surrounded by undulating wooded landscape gradually sloping down to Brandy Brook and its valley which form the spine of the study area and eventually reaching the low lying flat of Newgale and its beach.

The A487 is the main road connecting Newgale with Haverfordwest and St David's, and the B4330 linking up with this and bounding the study area to the north east. Dramatic views are experienced along the A487 as it descends towards Newgale beach which would be characterised as being an unspoilt coastal and rural landscape.

The area is largely agricultural with undulating landform. Small irregular fields are bounded by high overgrown hedgerows, hedgebanks and hedgerow trees. To the east of the study area, the fields are often poor grazing with improved and semi improved grassland mixed with blocks of woodland clustered around the watercourses that link with Brandy Brook. To the north and south, fields open up as landform rises and flattens offering wide views across the landscape and towards the coast.

Farmsteads, small settlements scattered around the valley combined with tourist facilities such as cafes, shops and camping grounds at Newgale make up the built landscape within the study area. The Wales Coast Path and other public rights of way criss-cross through the valley offering recreational experiences. These are only intermittently visible from surrounding ground where it becomes well wooded within the valley slopes and network of hedgerows.

Views in places are open and long distant especially towards the coast, particularly to the settlements of Penycwm and Roch Bridge as the ground rises up from the beach to the north and south-east. The north eastern section of the study area where the landscape becomes more wooded at Upper and Lower Eweston, views are more contained by undulating ground and high hedgerows and trees. As this landscape opens up and the ground falls away to the west these views become more prominent especially looking down across the Brandy Brook valley towards the coast.

1.1.2. Broad Landscape Character

The route options fall within three character areas identified by LANDMAP, with a further four adjacent character areas which may experience impacts as a result of one or more of the route options. The following table identifies the character areas that the route options fall within.

Table 11 LANDMAP: Visual & Sensory Landscape Aspect Areas

Aspect Area Code	Aspect Area Name	Route Option	Summary Description	Evaluation
PMBRKVS072	Druidston	3, J, 7	The agricultural landscape overlies a gently undulating landform on the coastal hinterland of this area on the west coast of Pembrokeshire. The landscape contains small wooded valleys and some overgrown hedges and areas of scrub and has some small villages and farmsteads with tourism developments including caravan parks. The strong coastal association adds to sense of place.	High value in fair condition. The area of coastal farmland is enhanced by frequent views of adjacent cliffs and beaches and a strong coastal influence giving areas of rough grazing and coastal scrub
PMBRKVS112	St. Brawdy Airfield	7, 11	The area relates to the military landscape associated to the currently mothballed St Brawdy airfield and ancillary buildings lights and towers. Set within a wider attractive landscape it forms a distinct detractive landscape element	Low value in fair condition. Incongruous mixture of buildings runways etc in a rural landscape. Agricultural areas are of mixed use with some intensively managed and large sized fields. Hedgerows are over-neglected in some areas.
PMBRKVS031	Skyfog	7, 11	The landscape in this area is characterised by a gently rolling farmland traversed by network of hedges/hedgebanks bordered lanes with occasional small clumps of woodland and small scrub belts. Development is typically in the form of farmsteads and occasional hamlets scattered through the farmland landscape with larger settlements including the village of Roch.	Moderate value in fair condition. The agricultural landscape with small wooded copses and tree belts as well as some larger wooded areas are of local value. The area is of mixed condition. Agricultural areas are of mixed use with some intensively managed and large sized fields. Hedgerows are over-neglected in some areas.

1.1.3. Landscape Designations

Landscape Designations include National Parks (NP), Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and other areas of conservation and recreational networks of local, regional, national or European importance. The study area including all route options falls within the following statutory landscape designations:

- Pembrokeshire Coast NP (all route options);
- Potential designated SSSI to Brandy Brook Valley (options 3, J & 7). Through consultation with Pembrokeshire County Council, it is understood that the lowland marsh habitat that runs through the study area may be designated as a SSSI in the future. Therefore for this assessment, it is assumed that the assemblage of habitats are of SSSI quality and they have been valued as of High importance; and
- National Cycle Route 4 (all route options).

Statutory designations within 2km of the route options are identified below:

- St David's Peninsula Coast SSSI; approximately 0.5km from option 3, J, 7 & 11;
- Newgale to Little Haven Coast SSSI; approximately 1km from option 3 & J, 1.5km from option 7 & 2km option 11;
- Western Cleddau River SSSI; approximately 2km from option J & 7 and 1.5km from option 11;
- Ramsey & St. David's Peninsula Coast SPA; approximately 1km from option 3, J, 7 and 11;
- Pembrokeshire Marine SAC; approximately 0.5 from option 3, J, 7 & 11;
- Cleddau Rivers SAC; approximately 2km from option J & 7 and 1.5km from option 11;

- Scheduled Ancient Monuments; approximately 2km from option 3, 1.5km from option J, 0.5km from option 7 and 0.25km from option 11; and
- Wales Coast Path; approximately 0.2km from option 3, 0.7km from option J, 7 & 11.

1.2. Landscape and Townscape

1.2.1. Introduction

This Stage 1 Landscape and Townscape assessment has been undertaken to provide sufficient information to identify the likely effects and constraints on the landscape and townscape by the proposed route options for the Newgale bypass, in order to inform the decision making process for determining the preferred route option.

The landscape is an important national resource and, though subject to natural evolution and change, it must be considered in its current condition as a valuable resource for future generations. To ascertain the potential and likely impacts of the proposals on the landscape and the visual amenity of the area, it is important to consider the site in its present landscape context. This is referred to as its 'baseline condition'.

The existing situation or baseline conditions of the site and surrounding area, including the presence of existing land use and protected landscape designations are taken into account in assessing the landscape quality, character and views.

A detailed assessment of the baseline condition should be undertaken in due course as part of the detailed LVIA with a particular focus on the existing natural and built environments, including settlement patterns, architectural styles and materials, infrastructure and means of access to the site as well as the natural topography and characteristic land cover including agricultural and vegetation patterns.

1.2.2. Methodology

The landscape and townscape assessment has been carried out in accordance with the following guidance:

- Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 5, Landscape Effects;
- Interim Advice Note 135/10 (W) – referenced in conjunction with DMRB;
- Welsh Transport Planning and Appraisal Guidance: WeITAG: June 2008;
- Guidelines for Landscape and Visual Impact Assessment by the Institute of Environmental Assessment and the Landscape Institute 3rd Edition, 2013 (GLVIA) published by the Landscape Institute and the Institute of Environmental Management and Assessment;
- Landscape guidance issued by the Countryside Council for Wales (CCW).

Data has also been obtained from the following sources:

- Landmap: <http://landmap-maps.naturalresources.wales>;
- Magic: Multi-Agency Geographic Information for the Countryside, Defra: <http://magic.defra.gov.uk>;
- Sustrans National Cycle Routes: <http://www.sustrans.org.uk>;
- Pembrokeshire County Council: <http://pembrokeshire.gov.uk>;
- Natural Resources Wales (NRW); <http://naturalresources.wales>; and
- Ordnance Survey Mapping: <https://osmaps.ordnancesurvey.co.uk>.

For the purpose of this assessment, the study area is defined by the extent of visibility which is generally defined by the local topography, between approximately 0m and 105m AOD, falling within approximately 2km of the proposed scheme options.

The landscape character is described with reference to the broader landscape character units identified by LANDMAP, a landscape evaluation resource provided by NRW. This was supported by a site visit carried out by Atkins Landscape Architects in May 2016.

Key landscape and townscape features were identified and their sensitivity, including their ability to accommodate change were considered. An assessment was then made of how the proposed scheme options would affect the key characteristics and whether these options would be likely to have significant or long term effects.

[Table 22](#) identifies landscape sensitivity criteria:

Table 22 Landscape Sensitivity

Criteria	Definition
Low	A landscape capable of accommodating considerable proposed change without significant effects on the landscape character, features or elements
Medium	A landscape capable of accepting limited proposed change with some effects on landscape character, features or elements.
High	A landscape particularly sensitive to the proposed change, which would result in significant effects on landscape character, features or elements.

The visual assessment identifies the key visual receptors within the study area including users of roads, public rights of way and residential properties of the proposed scheme based on changes to views from these receptors. It describes the quality of the existing views from these receptors, their sensitivity and whether the proposed scheme is likely to have a significant temporary or long term effect.

The sensitivity of visual receptors is an important issue in the assessment of the significance of an impact. This sensitivity is based on the type of receptor, as well as the special nature or the rarity of the view. Residential properties are considered to have a high sensitivity due to their nature. Additional factors to consider in the classification of sensitivity of visual receptors include:

- The period of exposure to view (short, medium or long term)
- The degree of exposure to view
- The function of the receptor
- The nature of the view and scope for mitigation.

[Table 33](#) identifies visual receptor sensitivity criteria:

Table 33 Sensitivity of Visual Receptors

Sensitivity of visual receptor to change	Visual Receptors
High	Residential properties Farms / Farmhouses Users of Public Rights of Way (PRoW), footpaths, cycleways and bridlepaths
Medium	Road users Industrial Units Other work places including supermarkets and offices
Medium – Low	Recreational Facilities where the aim is not the enjoyment of the landscape (eg sports pitches)

1.2.3. Impacts

In order to establish the level of significance of effects, it is necessary to identify the environmental value of the resource and/or the level of sensitivity of the receptor and the magnitude of the impact.

DMRB Vol 11, Section 2, sets out the criteria for Environmental Value and Magnitude of Impact, showing the Significance of Effect as a function of these. The following tables set out the criteria for each of the stages in determining this.

Assigning Environmental Value: Typical descriptors and criteria for the value of an environmental resource are listed in [Table 44](#) below.

Table 44 Environmental Value and Typical Descriptors

Value (sensitivity)	Typical Descriptors
Very High	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale and limited potential for substitution.
Medium	High or medium importance and rarity, regional scale and limited potential for substitution.
Low	Low or medium importance and rarity, local scale
Negligible	Very low importance and rarity, local scale.

Assigning Magnitude of Impact: Typical descriptors and criteria for the magnitude or impacts are listed in [Table 55](#) below.

Table 55 Magnitude of Impact and Typical Descriptors

Magnitude of Impact	Typical criteria descriptors
Major adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements
Major beneficial	Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality
Moderate adverse	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements
Moderate beneficial	Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality
Minor adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements
Minor beneficial	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring
Negligible adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements
Negligible beneficial	Very minor benefit to or positive addition of one or more characteristics, features or elements
No change	No loss or alteration of characteristics, features or elements; no observable impact in either direction.

Assigning Significance of Effect: Typical descriptors for Significance of Effect are given in [Table 6](#) below.

Table 66 Descriptors of the Significance of Effect Categories

Significance category	Typical descriptors of effect
Very Large	Only adverse effects are normally assigned this level of significance. They represent key factors in the decision-making process. These effects are generally, but not exclusively, associated with sites or features of international, national or regional importance that are likely to suffer a most damaging impact and loss of resource integrity. However, a major change in a site or feature of local importance may also enter this category.

Large	These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the decision-making process.
Moderate	These beneficial or adverse effects may be important, but are not likely to be key decision-making factors. The cumulative effects of such factors may influence decision-making if they lead to an increase in the overall adverse effect on a particular resource or receptor.
Slight	These beneficial or adverse effects may be raised as local factors. They are unlikely to be critical in the decision-making process, but are important in enhancing the subsequent design of the project.
Neutral	No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

Significance of Effect: This should be assigned after consideration of the effectiveness of design and mitigation measures. At the early design stages or route options, mitigation will be poorly defined and can only be based on standard practice. Where specific mitigation may be feasible or desirable, it should be noted but should not influence the significance score assigned at this early stage. Arriving at the Significance of Effect Categories are given in [Table 77](#) below

Table 77 Arriving at the Significance of Effect Categories

Environmental Value (Sensitivity)	Magnitude of Impact (degree of change)					
		No Change	Negligible	Minor	Moderate	Major
	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral	Neutral or slight	Neutral or slight	Slight

1.2.4. Landscape and Visual Impacts

Potential Temporary Impacts

Impacts resulting from construction of any of the options would have a moderate to major adverse temporary impact on the landscape and the townscape of the settlements.

There will be loss of existing hedgerows, hedgebanks, trees and sections of woodland blocks associated with options 7, J and 11 which would impact on the landform, field pattern and character of the rural setting. Option 3 would most significantly result in loss and disturbance of tourist and recreational facilities at Newgale beachfront in addition to adjacent residential properties with major adverse visual impacts on nearby receptors. Access to these land uses along the beachfront will be adversely impacted on up until 2036 as access via the existing road will however be maintained but unfeasible if closure takes place due to partial failure of the coastal defence. All route options will have a major short term effect on visual and landscape impacts at a local level.

There will be large areas of cut and fill associated with the construction of options J, 7 and 11, with J and 7 cutting through undulating rural landscape and 11 utilising and widening the existing road network. This, combined with the removal of mature vegetation, will result in a major change in local landscape character during the construction period.

Potential Permanent Impacts

All of the proposed route options will detract from the rural nature of the surrounding landscape by introducing a new or widened road with associated earthworks and structures which will cut across the existing field pattern and landform thereby creating visible alien features in the landscape.

Option 3 will result in significant impacts on visual amenity due to the nature of the engineering works with a viaduct, 3m above existing ground level in an exposed seafront location. This will also result in the loss of tourist facilities in Newgale.

Options J and 7 will impact predominantly on landform and landscape resource with engineering works including new road networks and associated earthworks, potential roundabouts at A487 junctions and associated lighting proposals and culverts at Brandy Brook. Option 11 will have most significant impacts on landform and landscape resources with engineering works including widening, earthworks, lighting and a bridge 12m above the existing valley floor in the vicinity of the existing bridge at Roch Bridge.

Options J, 7 and 11 would cut through or impinge on unspoilt landscape with important landscape features therefore impacting at a more significant level on landscape resources and character. Proposed roundabouts and lighting will be uncharacteristic elements in highly visible locations at junctions where the routes intersect with the A487 which will impact on the intrinsic landscape character and visual amenity of the area.

Where feasible, translocation of existing hedgerows, should be considered. In addition, further hedgerow and tree planting should be introduced to aid the integration of the new or existing widened road and structures into the landscape by softening engineered slopes on cuttings and embankments and provide visual screening for local residents and other features of importance.

The impacts on properties within the settlements as a result of the road widening associated with option 11 will result in some loss of property land. With regards to options 3, it would result in a loss of a proportion of Newgale Camping Ground and land associated with Sands Café, New Surf and the Duke of Edinburgh Inn. Options J and 7 would have minor impacts on isolated properties adjacent to the scheme as these would cut through only rural landscape.

In the long term future all route options would result in permanent alterations to the user experience and residential and commercial properties within Newgale. Potential future land uses and activities along the beachfront after the existing road and facilities along here have been removed will be considered as part of the masterplan proposals.

Comparison of Landscape & Townscape Impacts associated with Route Options

In assessing how the route options would affect the existing landscape, the following factors have been taken into account:

- The extent to which the road will be visible in the landscape.
- The character of the landscape and its capacity to accept change of the type and scale proposed.
- The extent to which impacts can be mitigated and the road can be integrated into the landscape.

The impacts on the following aspects of the landscape have also been taken into account:

- Landform – how does the route affect the underlying structure of the landscape?
- Seasonal differences: how does the seasonal change in vegetation affect the visibility of the route?
- Pattern of settlement: will the route detract from existing man-made features?
- Noteworthy landscape elements and features: will the route affect the settings of any natural features or buildings, structures, earthworks etc?

Tables 88 to 110 on the following pages indicate the main landscape and townscape features identified in the area, and are divided into the three Aspect Areas the proposed routes fall within. It also considers the four character areas within 2km of each route, which are close enough to experience indirect visual impacts.

Table 88 Option 3 – New road as Viaduct set back from existing beach road

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
Route falls within Aspect Area:						
PMBRKVS072: Druidston – High Value	High (dwellings)	Residential properties at Newgale and scattered properties/farmsteads off A487 looking northwest	New road as viaduct (3m level difference); increased traffic & noise, parking associated with the Duke of Edinburgh Inn would be partially lost. Road on embankment increases visibility to surrounding properties and will directly impact on properties through impingement and some loss of land.	Moderate adverse	Moderate adverse	Moderate adverse
	Medium	Leisure facilities: Newgale camping park, Sands Café, New Surf store	New road as viaduct (3m level difference); loss of field pattern, increase in traffic & noise. Newgale camping ground will be permanently severed and altered. Parking associated with New Surf would be partially lost. The garden of the leisure store and Sands Café would need to be relocated. There would be major impact on the settlement pattern due to alterations and relocation of facilities.	Moderate adverse	Moderate adverse	Moderate adverse
	Medium	Amenity grassland as part of the camping park and marshland to the northern section	New road as viaduct (3m level difference); partial loss of habitat, loss of field pattern and alteration to landform.	Minor adverse	Slight adverse	Slight adverse
	Medium	Brandy Brook watercourse & valley (pending formal SSSI designation)	New road as viaduct over Brandy Brook watercourse (3m level difference); disturbance to habitat, earthworks associated with embankment and alteration to Landform	Moderate adverse	Moderate adverse	Moderate adverse
	High (PRoW)	Wales Coast Path	New road as viaduct (3m level difference); no direct impact, increases visibility for public right of way users and impacts on character of setting.	Minor adverse	Slight adverse	Slight adverse

Table 99

	High (Cycleway)	National Cycle Route 4	New road as viaduct (3m level difference); very minor impact as cycle route passes along Newgale beachfront on existing road disrupting user experience both visually and on character of setting.	Negligible adverse	Negligible adverse	Negligible
	Medium	Views in & out of area	New road as viaduct (3m level difference); Prominent elevated element with increased visibility to surrounding properties most specifically in Newgale and scattered farmstead/properties in close vicinity such as Curlew Cottage, Wood Farm and Southwood Farm B&B. Road users, PRoW users and more distant viewpoints are also impacted on as a result of a new element in the landscape. Visual impact of new road and viaduct in an area with a strong coastal character would need to be considered as a result of the exposed location within the lowland area.	Major adverse	Large adverse	Large a
Route within 2km of Aspect Area:						
PMBRKVS029: St Brides Way – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views of proposed road from the Wales Coast Path due to the lack of intervening vegetation and its close proximity to route. However, this will be seen in context with existing road which will be replaced.	Major adverse	Large adverse	Large a
PMBRKVS031: Skyfog – High Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there will be occasional glimpsed views of the proposed road through gaps in vegetation for road users and PRoW users.	Minor adverse	Slight adverse	Slight a
PMBRKVS031 Newgale Sands – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although impact on coastal setting would need to be considered.	Minor adverse	Slight adverse	Slight a

Option J – New road and associated earthworks through existing landscape

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
Route falls within Aspect Area:						

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
MBRKVS072: Druidston – High Value	High	Residential properties at Penycwm and Newgale Farm to the northern end of the route and Pontpren, Wood Farm and Gouts Farm to the southern end of the route	New road, roundabout, lighting and associated earthworks; disturbance to properties adjacent to the route specifically to southern end in the form of increased disturbance, traffic and noise. No impact on settlement pattern.	Minor adverse	Slight adverse	Slight adverse
	Medium	Fields and farmland between Penycwm and Wood Farm	New road, roundabout, lighting and associated earthworks; disturbance and loss of habitats, agricultural land and field pattern in a strong rural setting	Major adverse	Moderate adverse	Large adverse
	Medium	Mature hedgerows/hedgebanks, woodland and individual trees	New road, roundabout, lighting and associated earthworks; route would traverse through existing vegetation which contribute to the areas strong rural setting. Permanent loss and alteration of natural resource and field pattern.	Major adverse	Moderate adverse	Large adverse
	Medium	Brandy Brook watercourse & valley (pending formal SSSI designation)	New road, roundabout, lighting and associated earthworks; disturbance and alteration of existing habitat and landform with road crossing over Brandy Brook with proposed culvert forming part of the works.	Moderate adverse	Moderate adverse	Moderate adverse
	High (PRoW)	Public Rights of Way across open fields	New road, roundabout, lighting and associated earthworks; 1 PRoW severed and altered due to realignment or loss of vegetation.	Minor adverse	Slight adverse	Slight adverse
	High (Cycleway)	National Cycle Route 4	New road, roundabout, lighting and associated earthworks; direct impact as northern end of road intersects with small section of cycle route on the A487 disrupting user experience both visually and on character of setting.	Minor adverse	Slight adverse	Slight adverse
	Medium	Views in & out of area	New road, roundabout, lighting and associated earthworks; visibility to surrounding receptors including Penuel Baptist Church, properties at Penycwm, Newgale and scattered farmsteads within vicinity. In addition to this, road users, PRoW users, Penuel Baptist Church and more distant receptors will experience visual impacts. Severance of habitat, vegetation and loss of field pattern as a result. Visual impact of new road, roundabout and lighting would need to be considered in respect to the strong rural setting and character of the area and the impact on this due to the uncharacteristic nature of the associated works. Taking into account the contained area of which the roundabout and lighting will be located to the southern junction and with appropriate mitigation measures this adverse impact could be reduced over time.	Moderate adverse adverse	Moderate adverse	Moderate adverse
Route within 2km of Aspect Area:						

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
PMBRKVS029: St Brides Way – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views from Cycle Route 4 and the Wales Coast Path due to the lack of intervening vegetation and its close proximity to route.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS036: Brandy Brook – High Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional intermittent views to the south west due to proximity to the route. Intervening vegetation and undulating landform will provide some screening measure.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS031: Skyfog – High Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there will be occasional glimpsed views of the proposed road through gaps in vegetation.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS071 Simpson Cross – Moderate Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there will be partial, glimpsed views of the proposed road to the west.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS031 Newgale Sands – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although impact on coastal setting would need to be considered.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS112 St. Bawdy Airfield – Low Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, with little to no visual impact on aspect area due to intervening landform and vegetation cover.	Negligible adverse	Neutral	Slight adverse

Table 100

Option 7 – New road and associated earthworks through existing landscape

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
Route falls within Aspect Area:						
PMBRKVS072: Druidston – High Value	High	Residential properties at Penycwm, Llethr and Lower Llethr to the northern section of the route; Pontpren at the southern section	New road, roundabout, lighting and associated earthworks; increased disturbance, traffic and noise in close proximity to properties. No impact on settlement pattern.	Minor adverse	Slight adverse	Slight adverse
	Medium	Fields and farmland between Penycwm and Pontpren.	New road, roundabout, lighting and associated earthworks; disturbance and loss of habitats, agricultural land and field pattern in a strong rural setting.	Major adverse	Moderate adverse	Large adverse
	Medium	Mature hedgerows/hedgebanks, trees and woodland blocks	New road, roundabout, lighting and associated earthworks; route would traverse through existing vegetation which contribute to the areas strong rural landscape setting. Permanent loss and alteration of natural resource and landform.	Major adverse	Moderate adverse	Large adverse
	Medium	Brandy Brook watercourse & valley (pending formal SSSI designation)	New road, roundabout, lighting and associated earthworks; disturbance and alteration of existing habitat and landform.	Moderate adverse	Moderate adverse	Moderate adverse
	High (PRoW)	Public Rights of Way across open fields	2 PRoW severed and altered due to realignment or loss of vegetation.	Minor adverse	Slight adverse	Slight adverse
	High (Cycleway)	National Cycle Route 4	New road, roundabout, lighting and associated earthworks; direct impact as northern end of road intersects with small section of cycle route on the A487 disrupting user experience both visually and on character of setting.	Minor adverse	Slight adverse	Slight adverse
	Medium	Views in & out of area	New road, roundabout, lighting and associated earthworks; visibility to surrounding receptors including Penuel Baptist Church, properties at Penycwm, Newgale and scattered farmsteads within vicinity. In addition to this, road users, PRoW users, Penuel Baptist Church and more distant receptors will experience visual impacts. Severance of habitat, vegetation and loss of field pattern as a result. Visual impact of new road, roundabout and lighting would need to be considered in respect to the strong rural setting and character of the area and the impact on this due to the uncharacteristic nature of the associated works. Taking into account the contained area of which the lighting and roundabout will be located to the southern junction and with appropriate mitigation measures this adverse impact could be reduced over time.	Moderate adverse	Moderate adverse	Moderate adverse

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
PMBRKVS112 St. Bawdy Airfield (small section of route) – Low Value	Medium	Fields and farmland at Penycwm	New road and upgrade to existing road with associated earthworks; small section of route within Aspect Area to the western end of the route cutting through existing fields, creating disturbance and loss of habitats.	Minor adverse	Slight adverse	Slight adverse
	Medium	Mature Hedgebanks/hedgerows at Penycwm	New road and upgrade to existing road with associated earthworks; route traverses through existing vegetation which contribute to the areas strong rural landscape setting. Permanent loss of natural resource.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS031: Skyfog (small section of route) – High Value	Medium	Fields and farmland at Penycwm	New road and upgrade to existing road with associated earthworks; small section of route to the western end cutting through existing fields, creating disturbance and loss of habitats.	Minor adverse	Slight adverse	Slight adverse
	Medium	Mature Hedgebanks/hedgerows at Penycwm	New road and upgrade to existing road with associated earthworks; route would cut through existing vegetation which contribute to the areas strong rural landscape setting. Permanent loss of natural resource.	Minor adverse	Minor adverse	Slight adverse
Route within 2km of Aspect Area:						
PMBRKVS029: St Brides Way – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views of proposed road from the cycle route and the Wales Coast Path due to the lack of intervening vegetation and its close proximity to route.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS036: Brandy Brook – High Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views of proposed road to the south west due to the close proximity to the route. Intervening vegetation and undulating landform will provide some screening measure.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS071 Simpson Cross – Moderate Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there will be partial, glimpsed views of the proposed road to the west.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS031 Newgale Sands – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although impact on coastal setting would need to be considered.	Minor adverse	Slight adverse	Slight adverse

Table110 Option 11 – Widening of existing road and associated earthworks

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
Route falls within Aspect Area:						
PMBRKVS031: Skyfog – High Value	High	Residential properties at Penycwm, Rhydygele, Upper and Lower Eweston, Roch Bridge and Roch located along the existing road, including The Granary self-catering accommodation at Roch Mill and other scattered properties and farmsteads along the route.	Widening of existing road, associated earthworks, lighting and replacement bridge; increased disruption of traffic, noise and lighting in close proximity to properties in addition to impingement on land.	Moderate adverse	Moderate adverse	Moderate adverse
	High	Public Rights of Way across open fields	Widening of existing road, associated earthworks, lighting and replacement bridge; 3 PRoW temporarily disturbed due to widening of existing road including replacement bridge.	Negligible adverse	Negligible adverse	Negligible adverse
	Medium	Penuel Baptist Church	Widening of existing road, associated earthworks, lighting and replacement bridge; increase of traffic and noise in close proximity church in addition to impingement on land.	Moderate adverse	Moderate adverse	Moderate adverse
	Medium	Fields and farmland adjacent to the road	Widening of existing road, associated earthworks, lighting and replacement bridge; disturbance and partial loss of habitats, agricultural land and field pattern in a strong rural setting.	Minor adverse	Slight adverse	Slight adverse
	Medium	Mature hedgerows/hedgebanks, trees and woodland blocks	Widening of existing road, associated earthworks, lighting and replacement bridge; loss of vegetation as a result of widening, which contribute to the areas strong rural landscape setting. Permanent loss of natural resource.	Major adverse	Moderate adverse	Large adverse
	Medium	Brandy Brook watercourse & valley (pending formal SSSI designation)	Widening of existing road, associated earthworks, lighting and replacement bridge; disturbance of existing habitat.	Minor adverse	Slight adverse	Slight adverse
	Medium	Views in & out of area	Widening of existing road, associated earthworks, lighting and replacement bridge; visibility limited to adjacent receptors including properties, PRoW and road users with the occasional more distant receptor. Once complete, road will be seen in context with existing road network. Visual impact of upgrade to existing road and its associated earthworks would need to be considered in respect to the strong rural setting and character of the area and the impact on this.	Minor adverse	Slight adverse	Slight adverse

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
PMBRKVS112 St. Bawdy Airfield (border of Aspect Area) – Low Value	High	Residential properties at Penycwm and Rhydygele located along the existing road	Widening of existing road and associated earthworks; increase of traffic and noise in close proximity to properties in addition to impingement on land.	Minor adverse	Slight adverse	Slight adverse
	High (PRoW)	Public Rights of Way across open fields	Widening of existing road and associated earthworks; 1 PRoW at Penycwm indirectly disturbed through increased noise due to widening of existing road.	Minor adverse	Slight adverse	Slight adverse
	High (Cycleway)	National Cycle Route 4	Widening of existing road and associated earthworks; direct impact as north eastern end of road intersects with small section of cycle route on the A487 disrupting user experience both visually and on character of setting.	Minor adverse	Slight adverse	Slight adverse
	Medium	Fields and farmland adjacent to the road	Widening of existing road and associated earthworks; disturbance and partial loss of habitats, agricultural land and field pattern in a strong rural setting.	Minor adverse	Slight adverse	Slight adverse
	Medium	Mature hedgerows/hedgebanks and trees	Widening of existing road and associated earthworks; loss of vegetation as a result of widening, which contribute to the areas strong rural landscape setting. Permanent loss of natural resource.	Moderate adverse	Moderate adverse	Moderate adverse
	Medium	Views in & out of area	Widening of existing road and associated earthworks; visibility limited to adjacent receptors including few properties at Penycwm and Cawdor Barracks adjacent to the route. Once complete, road will be seen in context with existing road network. Visual impact of upgrade to existing road and its associated earthworks would need to be considered in respect to the strong rural setting and character of the area and the impact on this.	Minor adverse	Slight adverse	Slight adverse
Route within 2km of Aspect Area						
PMBRKVS029: St Brides Way – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views of proposed road from the cycle route and the Wales Coast Path on high ground due to the lack of intervening vegetation and its close proximity to route.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS036: Brandy Brook – High Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there is potential for occasional views of proposed road as it cross adjacent to the Aspect Area at Silver Hill. Intervening vegetation and undulating landform will provide some screening measure.	Minor adverse	Slight adverse	Slight adverse
PMBRKVS031 Newgale Sands – Outstanding Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although there will be partial, glimpsed views of the proposed road to the west.	Minor adverse	Slight adverse	Slight adverse

Aspect Area Code	Sensitivity / Value	Feature affected	Nature of impact	Magnitude of impact	Significance of Impact	Summary Impact
PMBRKVS071 Simpson Cross – Moderate Value	Medium	Views in & out of area	No direct impacts on this Aspect Area, although impact on coastal setting would need to be considered.	Minor adverse	Slight adverse	Slight adverse

1.2.5. Conclusion

This Stage 1 WeITAG has considered proposed route options 3, J, 7 and 11 and their impact on the landscape resource, character and visual amenity within a sensitive rural landscape, using the information available at the time of writing.

In regards to option 3, this route will have an overall moderate impact on landscape resource and is the shortest of the four options. It is has been considered to have a moderate impact on residential properties and on disturbance, permanent removal and relocation of local amenities and tourist facilities along the beachfront in Newgale. Views in and out will also be adversely impacted on with a new prominent feature in an exposed seafront location which encompasses a 3m high viaduct in the landscape, especially affecting those in Newgale, surrounding properties, users of the A487 and PRoW users which experience striking views towards the coast. Though, once the new road is in place set back from the seafront there is potential for some improvement and upgrade through new public realm proposals along the seafront benefitting user experience. Based on all aspects considered and being set within a high value aspect area with a strong coastal setting it has been assessed to have an overall moderate adverse impact on the landscape and townscape most specifically when taking into account impacts on views towards and on the beachfront itself.

Route options J and 7 would be detracting features in a strong rural setting cutting through important and sensitive landscape features including hedgerows, woodland and trees in a high value aspect area. There will be large areas of cut and fill as they pass through undulating landscape permanently altering the landform and ultimately the landscape character in addition to the impingement on adjacent properties. In addition to this, where the routes intersect with the A487, roundabouts and lighting are proposed which create uncharacteristic elements in this landscape setting. Mitigation in the form of translocation and new planting would help to counteract this impact and offer screening measures with regards to visual amenity. Overall, in respect to the permanent impact these will have on the landform, character and landscape resources in a sensitive rural setting they have been assessed as having an overall moderate adverse impact on the landscape and townscape.

Option 11 will involve proposed earthworks, lighting at A487 junction, a 12m high bridge in the vicinity of Roch Bridge and widening of the existing Roch Hill and Bramble Hill Lanes which intersect with the A487. The route will have major impacts on landscape features such as hedgerows, woodland and trees resulting in a permanent loss of resources and alteration to landform. It will also have moderate impacts on adjacent properties where widening will impinge on land and any disruption that is caused. However, translocation and new planting will help mitigate this through screening and replacement of important resources and will also be considered in context with utilising the existing road in place therefore impacts on setting and visual amenity will be minor and for this reason when taking in account mitigation measures it will have an overall minor adverse impact on the landscape and townscape.