

**PROPOSED ADDITIONAL PARKING AREA AT MERTHYR
MOTOR AUCTIONS, PANT, MERTHYR TYDFIL**

VISUAL IMPACT ASSESSMENT

MMA
Pant Road
Dowlais
Merthyr Tydfil
CF48 3SH

mh/581

October 2023



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1. Introduction

- 1.1 Haire Landscape Consultants were appointed via Herbert R Thomas to assess the visual effects of the development on behalf of Merthyr Motor Auctions (MMA).
- 1.2 The extent and precise character of the scheme has been adjusted since 2021 and the VIA has been reviewed as a consequence.
- 1.3 The assessment was carried out by Michael Haire, who is a Chartered Landscape Architect.
- 1.4 The assessment was carried out in summer conditions in July 2021 with supplementary fieldwork in the summer of 2023.

2. Methodology

- 2.1 Merthyr Tydfil County Borough Council (MTCBC) has indicated that the visual effects should be assessed based on the proposed mitigation measures.
- 2.2 The visual assessment is based on the Guidelines for Landscape and Visual Impact Assessment *Third Edition* (Landscape Institute & Institute of Environmental Management and Assessment). This is not a prescriptive document, and the assessment has been tailored to suit the scale and nature of the development.
- 2.3 **Desk based study:** this was undertaken to establish the scope of the assessment and an outline of the landscape character and the visual baseline.
- 2.4 Maps and aerial photographs were consulted to understand the context of the site. This included reference to the proposals to widen and upgrade the adjacent 465(T).
- 2.5 This exercise also allowed the identification of areas from which the proposed development is likely to be visible in advance of undertaking fieldwork and the relative positions of potential receptors and screening elements.
- 2.6 The proposed use of the proposal site in conjunction with the existing site was considered as well as discussion with stakeholders about mitigation measures and the management of the site. This included consideration of the constraints imposed upon the scheme as a result of there being extensive buried services, particularly close to Pant Rd.
- 2.7 The desk-based study, together with discussion with the stakeholders about the nature, extent and character of the proposed development and associated landscape mitigation, together with the initial feedback from MTCBC allowed the **scope** of the VIA to be established.
- 2.8 **Field work:** this was undertaken to confirm the *visual baseline*. This was carried out by making field observations in good weather from locations around the site and from public footpaths and roads in the surrounding area.
- 2.9 The areas from where it is expected that the development will be visible were identified during the desk study and were confirmed during the site visit to establish a draft Zone of Visual Influence (ZVI) and identify typical receptors of visual effects. Refer Fig.1
- 2.10 **Visual effects:** the visual effects were predicted and described. Consideration was given to effects during operation and at completion.

2.11 The **significance of the visual effects was assessed** using the following criteria for each receptor identified:

- The sensitivity of the viewpoint receptor (refer Table 1)
- The magnitude, nature, duration and reversibility of the effects (refer Table 2)
- Professional judgement

The following factors were considered in each case

- The proximity of the viewpoint to the site
- The angle of view
- The extent of the view
- The frequency of use of each viewpoint
- The viewers familiarity with the overall scene
- The perceived activity of the viewer

2.12 The assessment allows for seasonal changes to vegetation cover.

2.13 The visual assessment compares the quality of the existing view with the anticipated view on a summer's day when it is expected that the mitigation planting will have become sufficiently established to constitute a visible landscape feature. This should be the case 5 years after implementation and so 2029 is taken as the benchmark in this regard.

2.14 The overall **significance of the visual effects** was judged by combining the assessments of sensitivity and magnitude following a recognised format, as set out in Table 3

3. Landscape setting of the proposed development

3.1 MMA is an established commercial enterprise in Dowlais. It occupies a site to the east of Pant Road, most of which was formerly associated with the early iron industry. The main part of the site occupies an old railway cutting and formation. The sheer sided rock cutting is an extreme landform and is one of several substantial features within a small area. These include the former railway formation (orientated north to south) and the A465(T) which is on a bridge across the end of the cutting and the busy Pant Road, leading onto an embankment as it runs away towards the west. There is a housing area to the east of the site on the higher ground above the rock cutting.



View of MMA yard (2023) looking north from rock cutting showing the A465(T) flyover

- 3.2 To the north of the proposal site and the A465(T), the land falls away gently into the valley of the Morlais Brook, which runs south-southwest from the extensive upland of Merthyr common. This valley has been obscured by changes in landform in the industrial era, with the watercourse now culverted many metres below the surface.
- 3.3 Industrial and commercial activity is now centred on the A465(T) corridor with Pant Industrial Estate lying to the west of MMA and north of the dual carriageway. This industrial area is constructed on built up land that is relatively flat (at c.320m aod) and extends from Pant Road to Bryniau Road, roughly 1km to the west. The A465(T) runs along the southern edge of this plateau that fills the valley of the Nant Morlais with the basic form of the valley surviving to the north and to the south.
- 3.4 To the south of the A465(T), Pant Road runs south towards Dowlais. To the north, Pant Road runs through the village and descends into the valley of the Taf Fechan. Housing areas occupy the gently sloping 'bowl' of the Morlais valley to either side of the road, with the rising moorland of Merthyr common to the north and northeast. The settlement is contained by the formation of one of the numerous disused railways to be found in this area.
- 3.5 The A465(T) was constructed in the 1960s and work is underway (in 2023) to upgrade and widen this road. This is a strong feature partly because of its function and partly because of its position relative to the landform. It can only be crossed in a limited number of places and locally to the proposal site its position coincides with a change in the level of the land. The housing areas to the south of the road are at a significantly higher level than the houses to the north.
- 3.6 To the east of the Pant Industrial Estate, green spaces lie to the north of the A465(T) on either side of Pant Road. To the west the space is informal and extensive, extending into the valley of the Morlais Brook which is partially wooded. To the east of the road, this green space is a more enclosed 'amenity space' around a series of terraces of housing that comprise 'The Hafod' estate. This space extends along the north side of the Trunk road eastward as far as Jones Street where there is the next bridge beneath the road. The existing yard of the MMA complex lies between the A465(T) and the green space.
- 3.7 The existing road crosses the MMA site on a flyover structure with activity possible beneath it. The site will be affected because the flyover will be replaced with a more substantial 'solid' abutment with vertical concrete walls. This concrete structure will run into the existing embankment to the east of the site (on the north side). The road that links Pant Road with the Pant Industrial Estate (Cheltenham Avenue) will be realigned to run along the northern edge of the new road rather than beneath it as it does currently.



View east along A465(T) showing Cheltenham Avenue (foreground) the MMA yard (middle) and housing to south of road at the higher level (July 2021)



Cheltenham Avenue in July 2023. The eastbound carriageway of the A465 is under construction, obscuring much of the MMA yard.

4. The proposed development and landscape mitigation (refer Fig. 2)

- 4.1 The reason for the development is that MMA will lose part of its existing complex of yards as a result of the widening of the A465(T). This upgrading project will involve the extension of the road embankment northward, into an area in which MMA stores vehicles and in which customers park (refer photos above). The proposal is to extend the fenced compound northward into the neighbouring amenity space to replace the facility that will be 'lost' to the road scheme.
- 4.2 The existing yard is fenced with a 2.1m high, galvanised palisade fence, with an evergreen hedge of Leyland Cypress trees growing on the inside of the eastern and northern boundaries. The western boundary with Pant Road is also fenced but there is no hedge on this side. Access from the highway is through gates within this boundary.
- 4.3 The proposal is to create a yard that is paved with a permeable surface and that is fenced. The fence to the northern and eastern boundaries will be an acoustic barrier. This will be a fence of 'solid' (close boarded) construction. An evergreen hedge (Western Red Cedar) is proposed along the outside of this fence.

- 4.4 Palisade fencing to match the existing is proposed along the western boundary with Pant Road. This fence will be set back from the road to avoid extensive services easements in the amenity grassland. An evergreen hedge will be planted along the outside of part of this boundary, where easements allow. Climbers (ivy) will be planted beneath the fence where it will not be possible to plant a hedge and these will be trained to grow over mesh panels mounted along the inside of the palisade fence.
- 4.5 The existing bow top railings at the back of the footway will be retained and the space between these railings and the site boundary fence will remain as part of the amenity space. This is currently maintained as 'lawn' by the Council, and it is assumed that this will remain the case.
- 4.6 The existing gateway will be changed, being enlarged very slightly to the north and with the existing pair of gates being replaced by a sliding (cantilevered) gate on a new line approximately 3m closer to the road. The western perimeter fence will remain unchanged to the south of the existing site entrance.



Grassed amenity area immediately to the north of the site showing the existing Cypress hedge and the trees that will be replaced (July 2023)

- 4.7 The construction of the yard will lead to the removal of several trees within the amenity space although most of the existing Cypress hedge will be retained. This feature will provide screening within the site. Security lighting will be located within this boundary. This will comprise two columns 5m high that will illuminate the proposed car park. The design of the luminaires and the relative positions of the columns and the perimeter fence will mean that none of the surrounding area will be affected by direct light from this source.
- 4.8 Outside the site, the amenity space will be enhanced by the addition of specimen trees. A native hedgerow is proposed at the eastern edge to provide screening and biodiversity value.
- 4.9 The mitigation works have been designed as part of the VIA process so that their effectiveness is maximised. The proposed scheme has been altered to take account of the constraints presented by the presence of extensive buried services. As a consequence of realigning the western boundary fence, the area affected will be smaller. The potential for mitigation measures is reduced from the original,

previously assessed scheme. The proposals are shown on Fig. 2 (and illustrated on Figures 4, 5 & 6) and can be summarised as follows:

- New evergreen hedge to the exterior of the proposed acoustic barrier (most of the northern and eastern boundaries)
- New ivy planting to grow up the proposed western perimeter (palisade) fence
- New specimen tree planting to the amenity space
- Planting of native hedge within the amenity space to the east of the site

5. Visual Effects

5.1 The **visual effects** resulting from the proposed development are as follows:

- the extension of a fenced enclosure into amenity space resulting in a change to the view from certain locations
- removal of existing trees in the amenity area and the introduction of trees into the remaining parts of this area that are currently grassed
- the introduction of light into this area

5.1.1 The visual effects of the proposed development were assessed by making field observations from publicly accessible places and from locations that are visible from the site. The Zone of Visual Influence (ZVI) generated is illustrated in Fig. 1.

5.2 Receptors

5.2.1 The potential receptors of visual impacts are residential properties in the surrounding area and people using the nearby roads, public footpaths and the amenity area.

5.2.2 The sensitivity of receptors is defined in Guidelines for Landscape and Visual Impact Assessment (third edition). This guidance has been used in determining the magnitude of the visual effects which are defined in Table 2.

5.3 **Views from residential properties.** An indication of the visual impact from various locations within the ZVI is shown in Fig 1 and Figure 3 'Summary of Visual Effects'.

5.3.1 There are few residential properties that are sufficiently close and appropriately located or orientated to be potential receptors of significant visual impact. Because of the topography and the distribution of buildings, hedgerows, trees and woodland, views are often fully or partially obscured or from some considerable distance.

Views from locations close to the site

5.3.2 The housing close to the site is in general arranged in terraces on the relatively flat land that extends northward from the A465(T). There are several properties that are potential receptors of visual effects. These are within the terraces of housing that make up 'The Hafod' estate and along Pant Road.

5.3.3 The Hafod estate occupies the land to the northwest of the site and is at roughly the same level (or slightly lower). It comprises numerous terraces that are arranged in a pattern that 'radiates' from a point to the southwest. As a result of this layout, all of the houses that are nearest to the site are orientated with their (windowless) gable ends facing it and consequently, none has a direct view of the proposed development.

5.3.4 There will be no direct view from any of these dwellings (H1–H3) but oblique or partial views will be possible from some of the gardens or yards of these properties and the immediately surrounding area.

- 5.3.5 Views from these locations will be of the new northern or eastern boundary of the site. This will be of the 'close boarded' acoustic barrier. Some of the existing trees within the amenity area will be removed and new trees planted within the remaining mown grass areas. These will complement the existing established trees and the existing view will partially be replicated as the new planting grows albeit with the extent of the amenity area reduced. The backdrop, below the tree canopies will be of the close-boarded timber acoustic fence.



View (2023) towards the site from area close to houses on the Hafod estate being a typical situation as no direct views are possible. The existing hedge along the northern boundary of the existing site is visible at centre. The proposed northern boundary fence will be in front of this, together with new specimen trees. The retaining wall of the A465 eastbound carriageway is visible beyond the Cypress hedge

- 5.3.6 The removal of the existing trees will allow a more open view of the new structure of the A465(T) from certain locations in the short to medium term.
- 5.3.7 The houses within the Hafod estate to the east are not all terraces and some houses face the site, including one terrace that is at a higher level. Views from these potential receptors (H4) are limited, and in the main are blocked by the existing housing and by existing mature trees within the amenity area.



View towards the site from elevated houses at the eastern edge of the Hafod estate. The site is not visible from this location

- 5.3.8 Pant Road also runs away from the site northward and the houses on its west side, 'Windsor Place' face east or west. These houses (H5) are also at a lower level than Pant Road. No direct view of the proposal will be possible from these houses.
- 5.3.9 These residential receptors are highly sensitive and in the limited number of instances where the proposed development will be visible, the magnitude of the change is low to negligible. The significance of the effect can therefore be said to be slight adverse (at worst), becoming negligible in time.

Views from residential locations further away

- 5.3.10 There are dwellings on higher land to the north (Caeracca), some of which face the site. These include modern housing off Nantmorlais and more traditional terraced housing such as Gwladys street or Edward Street (H6).
- 5.3.11 Views from these locations are generally limited or blocked by other housing or are not possible because of aspect. Direct views are not generally possible from the traditional terraces for example because of the way they are orientated. Where direct views are possible from modern houses these tend to be only from upstairs windows and will be partial views from some distance (typically 500m). At this distance, the proposal will be difficult to discern, even where views exist, being partially obscured by landscape features closer to the site.



View towards the site from Caeracca. The A465(T) bridge is visible in the distance. The site is not discernible from this location

- 5.3.12 There is a housing area to the south of the A465(T) and the northernmost dwellings here 'Beacons View' (H7) are visible from the amenity area. Views are therefore theoretically possible from this location although views would be from upstairs windows only and would be limited to the inside of the northern boundary fence.
- 5.3.13 Heol Rhyd y Bedd is further away to the west-northwest. This road gives access to a housing estate, with Heulwen Close being the nearest to the site (H8) (250m distant). Most of this housing area is at a lower level than the site and as a result, views are not possible because of the intervening landform. The houses at the southeastern corner of the estate are at a higher level however, and one terrace faces the site. Views extend from the southernmost houses of this terrace towards the site. From this location, views of the proposed fencing and hedges will be

obscured by the intervening landform but the upper part of the lighting column will be visible.

- 5.3.14 These residential receptors are highly sensitive but the magnitude of the change is negligible. The significance of the effect can therefore be said to be negligible.

5.4 Views from highways

- 5.4.1 The development will be visible from Pant Road as it passes the site (R1). The new palisade fence will be visible, as it runs parallel with the road. The existing roadside bow top railings will be retained with the space between the fences retained as grass. The close-boarded acoustic barrier will be visible in views from the north.
- 5.4.2 In the short term, views will extend through the palisade fencing into the compound and the inside of the acoustic barriers will be visible, as will parked vehicles. This effect will be greater when the lighting is being used (in the winter months) but will gradually be mitigated by evergreen hedging (planted outside the services easements) and as Ivy and other climbers planted at the base of the palisade fence grow up to obscure this view. The lighting column itself will be visible from locations further away (where it is possible to see over the perimeter fence).
- 5.4.3 The view from Pant Road will also be affected in that the view of the amenity grassland will be partially obscured by the proposed development. The existing pedestrian link will be retained and a view will extend across the greenspace at this point. To the north of this point the greenspace is enclosed by dense evergreen shrubs along its boundary with the road.
- 5.4.4 This receptor (R1) is of medium sensitivity and the magnitude of the change is medium. The significance of the effect can therefore be said to be moderate adverse (at construction), becoming slight adverse in time.
- 5.4.5 Views will extend towards the site from the minor roads that serve the Hafod estate (R2, R3). These effects will be similar to those experienced from the surrounds of the houses of the estate and the paths that run through the amenity area.
- 5.4.6 Where views exist, they currently extend across the grassed amenity area, often through tree stems and beneath tree canopies, to the traffic on Pant Road and the bridge of the A465(T) beyond. The left-hand side of these views is currently contained by the existing evergreen hedge along the northern edge of the site. The proposal will see the enclosure boundary, a close-boarded timber acoustic fence, move further to the north. This will reduce the extent of the views 'through' the site although most of the grass areas of the amenity area will be retained.
- 5.4.7 The removal of the trees that occupy the site of the proposal will open up views of the new A465(T) bridge and retaining structures. This will be a very modest effect.
- 5.4.8 The southernmost access road into the Hafod estate runs parallel with the A465(T). The view from this location (R4) will be of the existing eastern fence and evergreen hedge. There is a very limited view 'past' the site from this location because the fence extends northward almost as far as the housing. The visual effect of the scheme will close off this view, with a new native hedge being planted in front of the existing evergreen hedge and the acoustic barrier filling the space to the north. This will alter the appearance and extend the proposed 'native' planting from the road embankment and partially across the view from this location.



View (2023) along the southernmost access road into the Hafod (R4). The evergreen hedge (centre) will remain. The new retaining structure of the A465 eastbound carriageway is visible at centre left

- 5.4.9 The structure of the new road is prominent in this view. Proposed planting on the embankment will mitigate this somewhat and will be 'read' with the proposed native hedge, which will provide biodiversity benefit and will obscure much of the existing Cypress hedge. A very short section of the proposed acoustic barrier will be visible from this location.
- 5.4.10 The significance of the effects on receptors R2, R3 & R4 can be said to be slight adverse at construction (at worst), becoming negligible.
- 5.4.11 Views of the proposed development will also be possible from Cheltenham Avenue, as it is realigned to run parallel with the northern edge of the new road (R6). The new road will join Pant Road at a point opposite the entrance to MMA. From this location, views will be possible of the existing development, with the new A465(T) bridge and concrete retaining structure dominating the view. The proposed scheme will be visible to the left of the view, the new palisade fence extending northward along Pant Road.
- 5.4.12 The effect from this location will be to obscure the view of the amenity land, with the proposed mitigation planting on the new palisade fence eventually linking with the existing evergreen roadside 'hedge' to the north of the pedestrian access point. The removal of the trees in the amenity area will reveal more trees beyond and the replacement trees proposed for the amenity area will increase the 'cover' provided by the trees in due course.
- 5.4.13 The significance of the effects on receptor R6 can be said to be slight adverse at construction, becoming negligible.



View from realigned Cheltenham Avenue (R6). A465(T) to the right (under construction), existing MMA site in centre, Amenity area to the left of the Cypress hedge

- 5.4.14 There is a view towards the site from the southernmost part of Heol Rhyd y Bedd, close to its junction with Cheltenham Avenue (R5). From this location (which is c.300m distant) the inside of the eastern perimeter fence will be visible, together with the upper parts of cars that are parked at the southeastern corner of the site. The lighting column will also be visible from this location.
- 5.4.15 The effect on this receptor can be said to be slight adverse at construction (at worst), becoming negligible when compared with the baseline.



View from Heol Rhyd y Bedd (R5) (2021). The existing evergreen hedge (northern edge of the site) is visible in the centre of this view

- 5.4.16 The site will also theoretically be visible from the A465(T) eastbound (R7). This would be a fleeting, glimpsed view at high speed, with the site being at a lower level and partially obscured by barriers and other features along the edge of the road. The effect on this receptor will be negligible.

5.5 Views from public rights of way

- 5.5.1 Close to the site, a public footpath passes to the north of the school (P1) and there are several defined routes around the reservoirs on higher land to the east (P2). Views of the development will not be possible from these locations because of intervening features.
- 5.5.2 There are formal, surfaced paths along the roads and through the amenity area around the houses. Views from these locations will be similar those described above in reference to views from within the Hafod Estate.

- 5.5.3 P3 is the path that runs directly past the site. The fence/hedge of the northern boundary will be visible to users of this path. The view will vary with relative distance but effectively, the existing situation (evergreen hedge with specimen trees to the outside) will be replaced with a timber fence with trees in positions that are closer to the viewer than the baseline.



View from path through the Hafod estate (P3). The proposed northern boundary will be just visible at centre, but largely obscured by the trees



View from path through the Hafod estate (P3) in 2023. The existing site hedge is visible at left. The new fence/hedge will be closer to the receptor and there will be specimen trees in the grassed area at centre. The new fence/hedge will reduce the amount of Pant Road (and the A465 embankment beyond) that will be visible

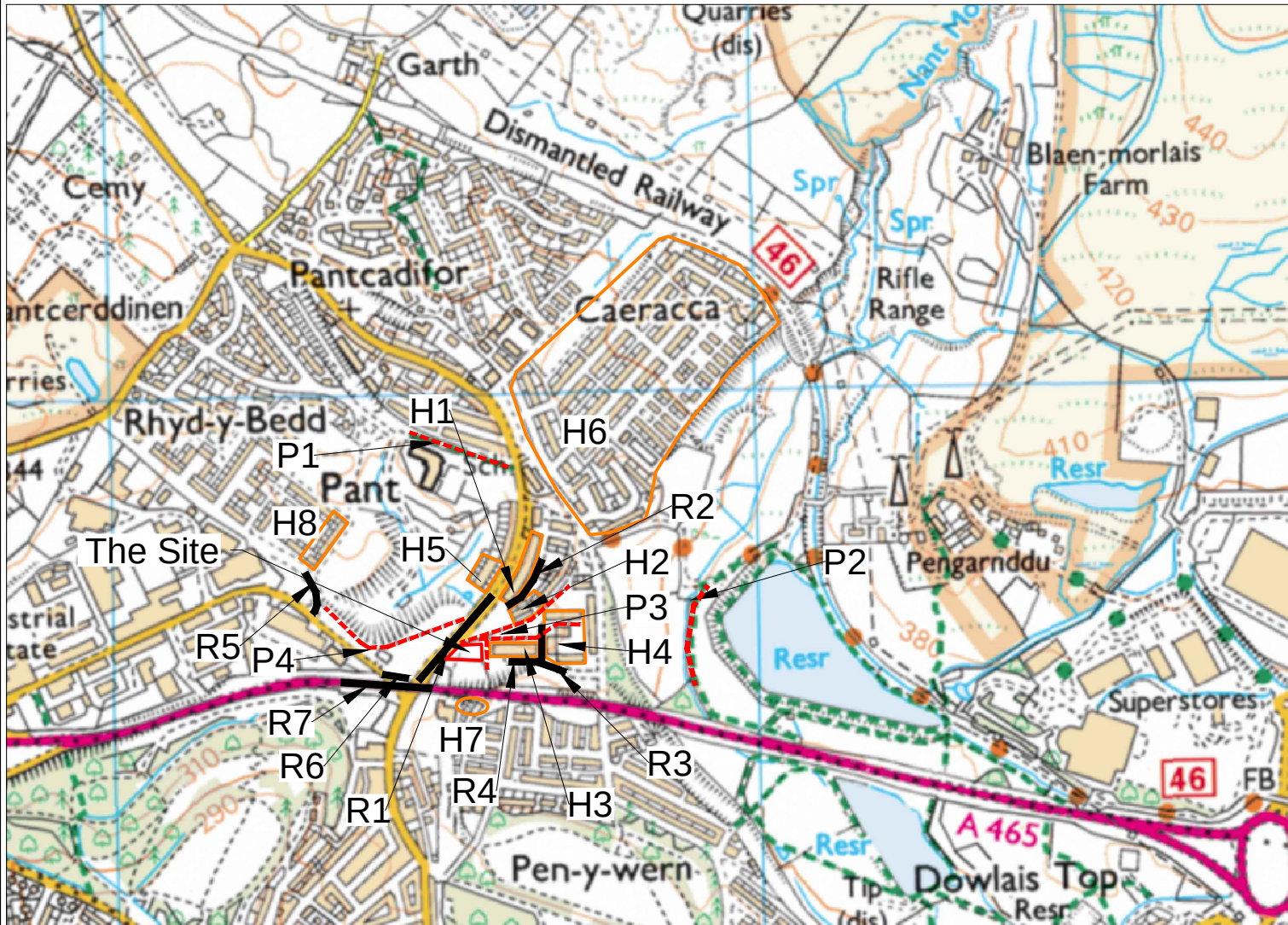
- 5.5.4 This receptor (P3) is of low to medium sensitivity. The magnitude of the effect is medium. The significance of the effect can be said to be moderate adverse at construction, becoming slight adverse in time as the mitigation planting becomes effective.
- 5.5.5 There are numerous other informal paths around the site that are well used by local people. These include a route that skirts the edge of the remnant of the valley of the Morlais Brook. This route (P4) connects Heol Rhyd y Bedd with Pant Road. From its western end, visual effects will be similar to those described in para 5.4.14 above

and from the eastern part of this route the effects will be similar to those described in paras 5.4.11 & 5.4.12.

- 5.5.6 The significance of the effects on receptor P4 can be said to be slight adverse at construction and after 5 years.

6. Conclusion

- 6.1 The proposal is to extend an established parking use northward into an amenity area that provides the setting for housing.
- 6.2 The visual effects of the proposal result both from the physical appearance of the development itself and from the reduction in the extent and visibility of the amenity space to the north.
- 6.3 The proposed development is similar in form to the baseline arrangement with the evergreen hedge that is currently the northern boundary of the site being replaced by a similar hedge planted outside the close-boarded timber fence, albeit in a position further to the north. This change will be further mitigated by the planting of specimen trees in the grassed amenity area. It is acknowledged that the amenity area will be reduced in scale, but this perception could be mitigated if part of the existing roadside hedge (within the amenity area) was cut back.
- 6.4 The assessment has concluded that the visual impact will be 'moderate adverse' at worst at implementation, but from most locations the effects will be 'slight'. These effects will reduce to 'negligible' or 'slight' from all receptor locations by year 5.



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KEY:
 **H1** Dwellings - referred to in text
 **R1** Roads - referred to in text

 **P1** Public Rights of Way referred to in text



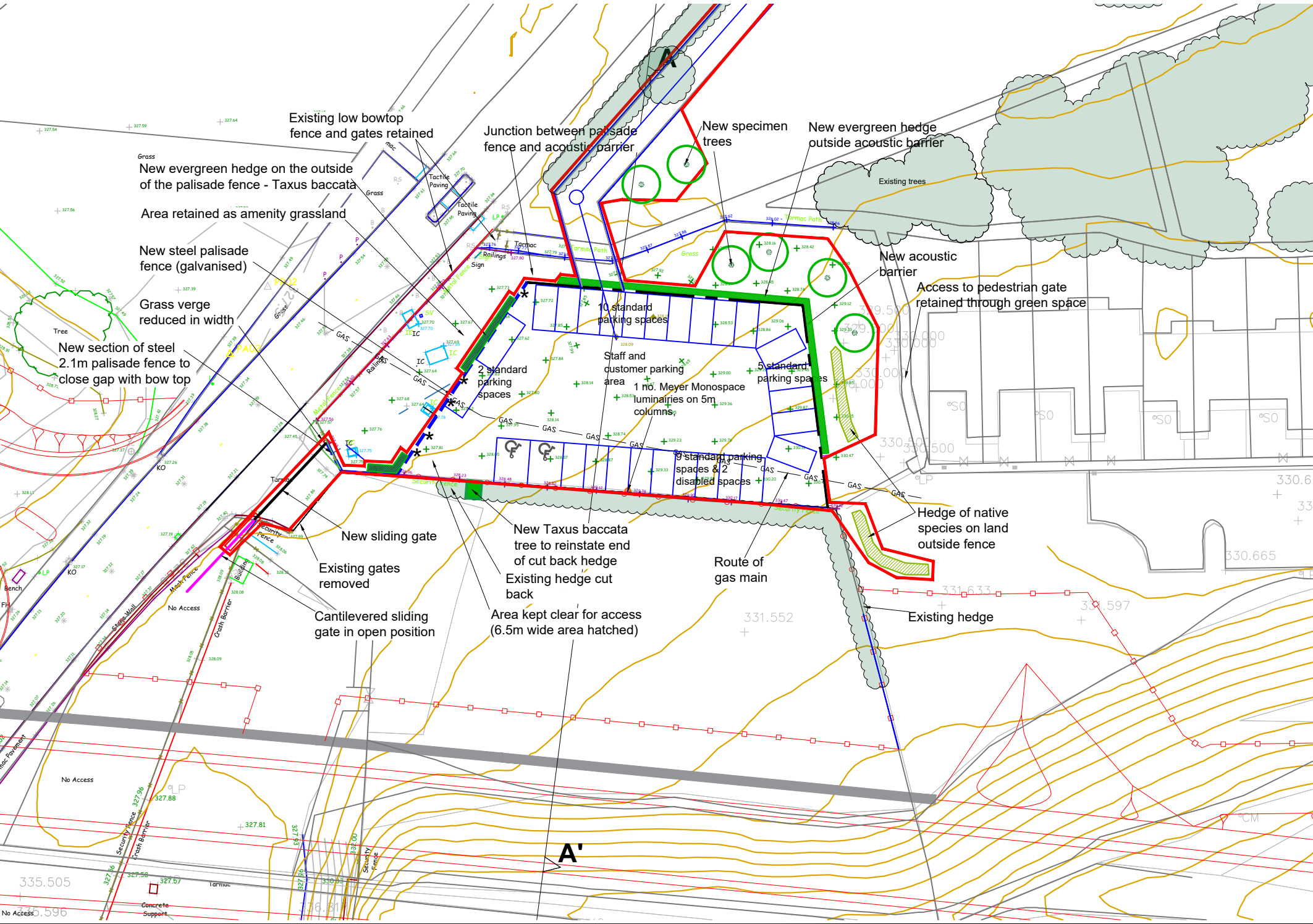
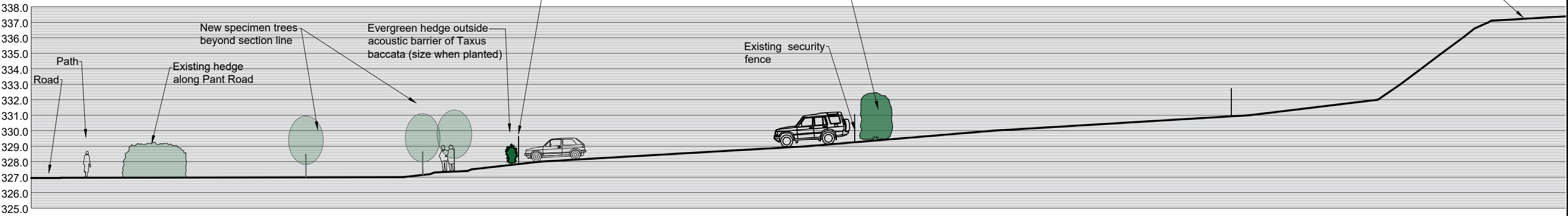
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Merthyr Motor Auctions
Proposed Additional Parking Area
at Merthyr Motor Auctions, Pant,
Merthyr Tydfil

Zone of Visual Influence (&
reference plan)

Scale: 1:10,000@A4
Date: July '21
Author: MH
Check by: -
Figure 1
Drawn by: -

SECTION A --- A'
Scale 1:250



- KEY:
- Existing vegetation
 - New specimen trees 12-14cm girth rootballed: *Carpinus betulus* (Cb), *Prunus avium* (Pa), *Sorbus aucuparia* (Sa)
 - New native hedge species bare root, whips and transplants 600-900mm: 5% *Acer campestre*, 23% *Corylus avellana*, 25% *Crataegus monogyna*, 5% *Euonymus europaeus*, 5% *Ilex aquifolium* (2L pot), 24% *Prunus spinosa*, 5% *Quercus robur*, 8% *Viburnum opulus*
 - New evergreen hedge 1000 - 1250mm high *Taxus baccata* @ 3/lin m
 - Ivies planted beneath fence line, with mesh panels to encourage growth up palisade fence. (refer dwg nr. 581/07)

Notes:			
B	21.05.24	Tree varieties changed	
A	24/01/24	Number of lighting columns reduced from 2 to 1	
Rev.	Date		

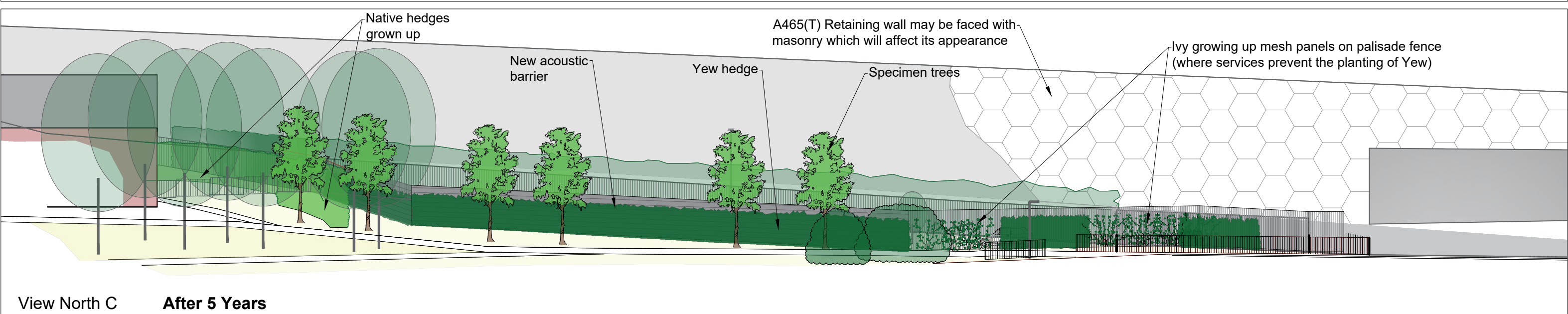
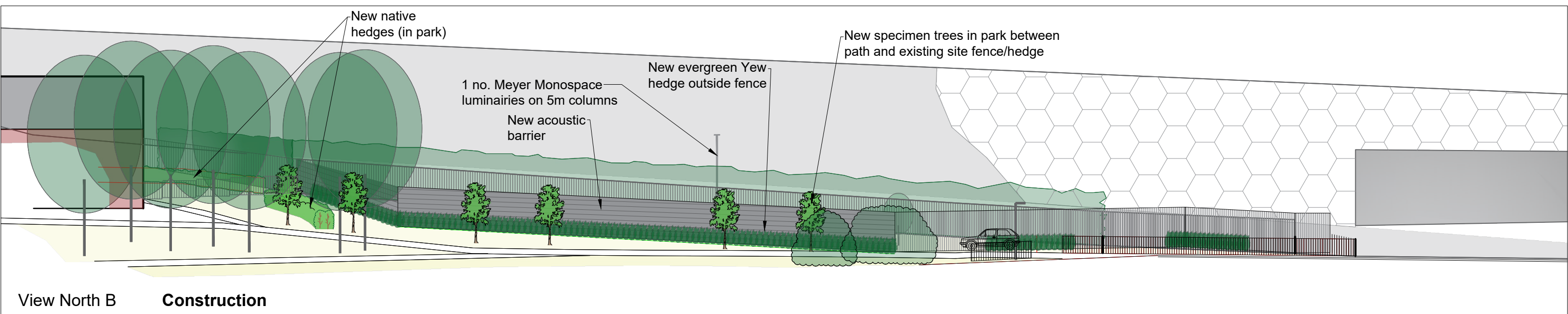
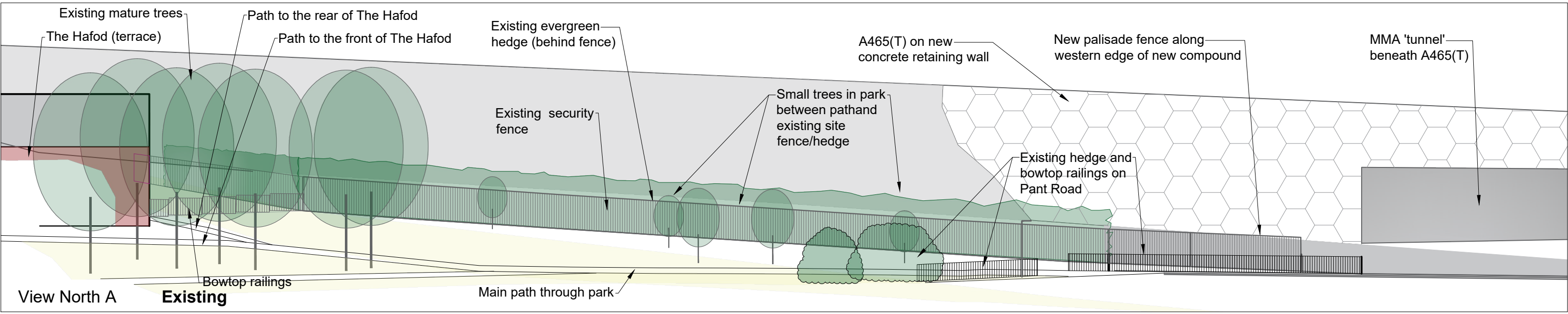
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Merthyr Motor Auctions			
Client:			
Proposed Additional Parking Area at Merthyr Motor Auctions, Pant, Merthyr Tydfil			
Project name:			
Landscape Mitigation Proposals			
Drawing title:			
As shown @A3	July '21	Drawn by KH	Check by -
Scale	Date	Drawn by	Check by
Figure 2			Rev. B
Drawing no.			Rev.

Figure 3 Summary of Visual Effects

Nr	Location	Description	Distance from proposal site	Assessment at construction	Assessment at year 5*
H1	Terrace of housing along Pant Road (1-25 The Hafod)	No direct view of the proposal because of orientation (only visible from gardens/surroundings). There is intervening vegetation within the amenity area that will reduce the impact	100m	Slight adverse/ Negligible	Negligible
H2	Terrace of housing (Hafod Cottages)	No direct view of the proposal (only visible from surroundings). Intervening vegetation largely obscures the view from this location	100m	Slight adverse/ Negligible	Negligible
H3	Terrace of housing (closest to A465(T)	No direct view of the proposal because of orientation (only visible from gardens/surroundings). The proposed mitigation measures will reduce the impact from the proposed development and from the improved A465(T)	20m	Slight adverse/ Negligible	Negligible
H4	Houses in eastern part of the Hafod including elevated terrace	Possible glimpsed view of proposed fenced/hedged enclosure but generally, it will not be discernible because of the intervening buildings and trees	150m	Negligible	Negligible
H5	Houses on Windsor Terrace	No direct view of the proposal because of orientation and relative levels (the receptor is at a lower level than Pant Road and the site)	100m	Slight adverse/ Negligible	Negligible
H6	Houses in Caeracca	Very limited views towards the site affected by aspect, building orientation, intervening features and distance	Typically 500m	Negligible	Negligible
H7	Beacons View (south of the A465(T)	No view from ground level (intervening landform i.e. A465(T)	60m	Negligible	Negligible
H8	Heulwen Close	The upper parts of the lighting columns will be visible from this location	250m	Negligible	Negligible
R1	Pant Road	View varies from being into the site (through the palisade fence) from the part of the road closest to the site to being of the perimeter fence (with climbers) from locations further away	Adjacent to 100m	Slight to moderate adverse	Slight adverse
R2	Access road into The Hafod estate (north)	View limited by buildings and existing vegetation but the perimeter fence/hedge will be visible, as will the tree planting within the amenity area	120m	Slight adverse	Negligible
R3	Access road into The Hafod estate (east)	View limited by buildings and existing vegetation, possible glimpsed views of perimeter fence/hedge and trees in amenity area	150m to 100m	Negligible	Negligible
R4	Access road into The Hafod estate (south)	View of existing eastern fence/hedge. Extension northward will be visible from locations at the western end. Mitigation hedge planting in combination with Highways planting will reduce prominence of current and proposed development including A465(T) upgrading	100m to 50m	Negligible	Slight beneficial
R5	Heol Rhyd y Bedd	View across Morlais valley. The eastern acoustic barrier and the palisade fence along the western boundary will be visible at construction and parked vehicles will be visible, particularly in winter months when the lights are on. The proposed climbers will be effective in obscuring the palisade fence in time	300m	Slight adverse	Negligible
R6	Realigned Cheltenham Avenue	View will be similar to the baseline but because the road will be realigned to the north, the western boundary with Pant Road will be more visible	50m	Slight adverse	Negligible
R7	A456(T)	Limited glimpsed view at high speed from eastbound carriageway of elevated dual carriageway	50m	Negligible	Negligible
P1	Public right of way north of school	No view because of intervening buildings, vegetation and landform	250m	Negligible	Negligible
P2	Public right of way east of the Hafod	No view because of intervening buildings, vegetation and landform	300m	Negligible	Negligible
P3	Path through estate adjacent to the site	The close-boarded fence of the northern boundary will be visible to users of this path. The view will vary with relative distance and will be modified/mitigated by the proposed evergreen hedge and the replacement trees in the amenity grassland to the north	Adjacent to 100m	Moderate adverse	Slight adverse
P4	Path from Heol y Bedd to Pant Road	Path runs parallel with Cheltenham Avenue and views extend across the Morlais valley and across amenity grassland towards the site. The western palisade fence will be visible from the eastern part of this route as will part of the inside of the acoustic fence on the eastern boundary. Parts of vehicles within the compound are likely to be visible sometimes. The palisade fence will extend along Pant Road, reducing the amount of the grassed amenity area that is visible. The proposed climbers will be effective in partially screening this feature in due course	200m to 50m	Slight adverse	Slight adverse

* Year 5 taken as design year for mitigation measures

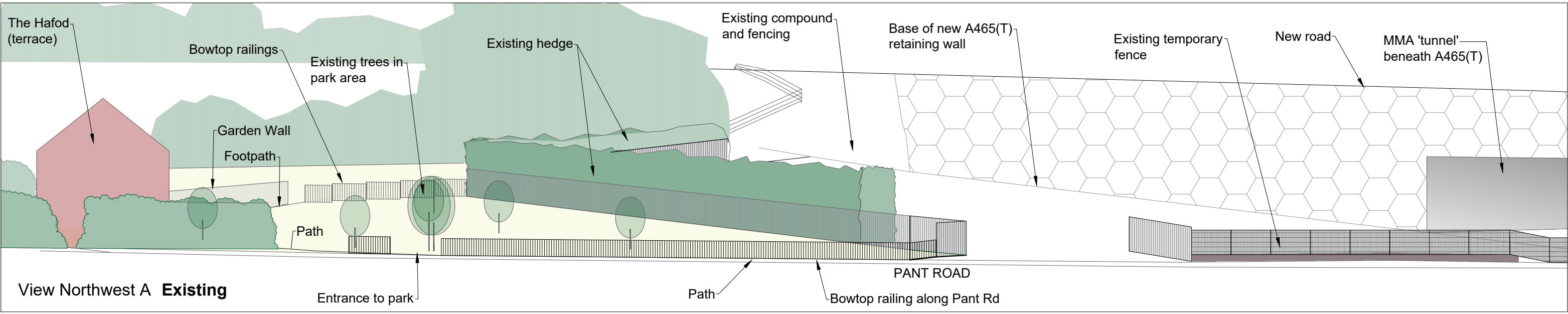


MMA Proposed Site Extension
North Elevations (perpendicular to the A465(T))

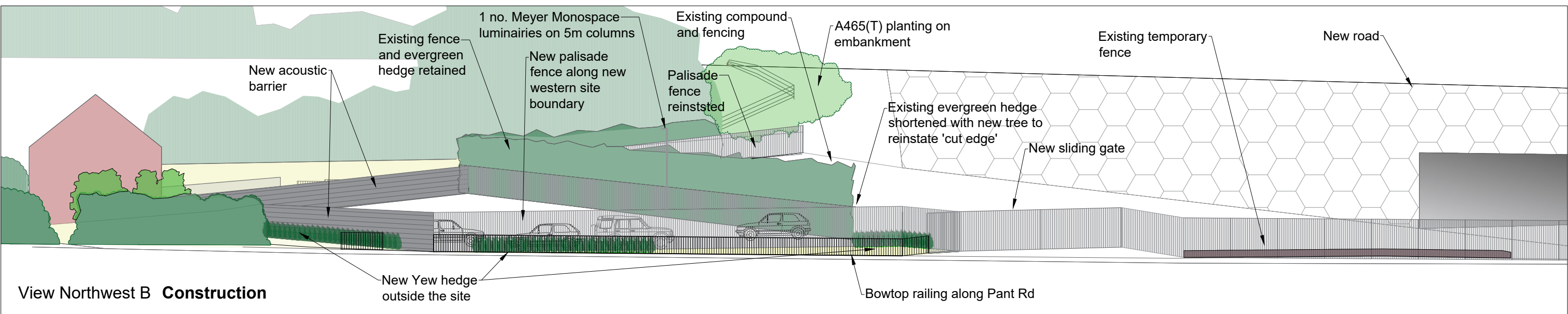
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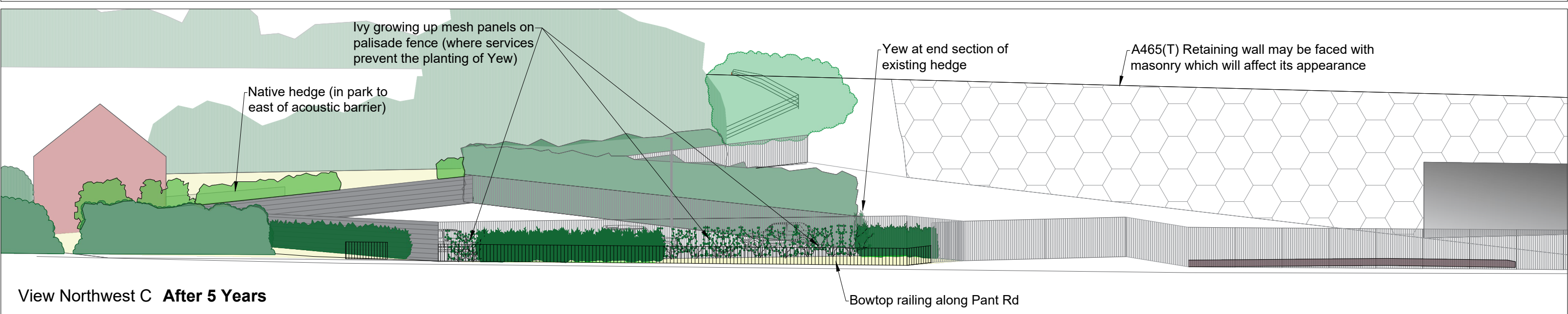
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Site C Landscape Proposals			
Project name:			
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Figure 4			
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Rev.			



View Northwest A Existing



View Northwest B Construction



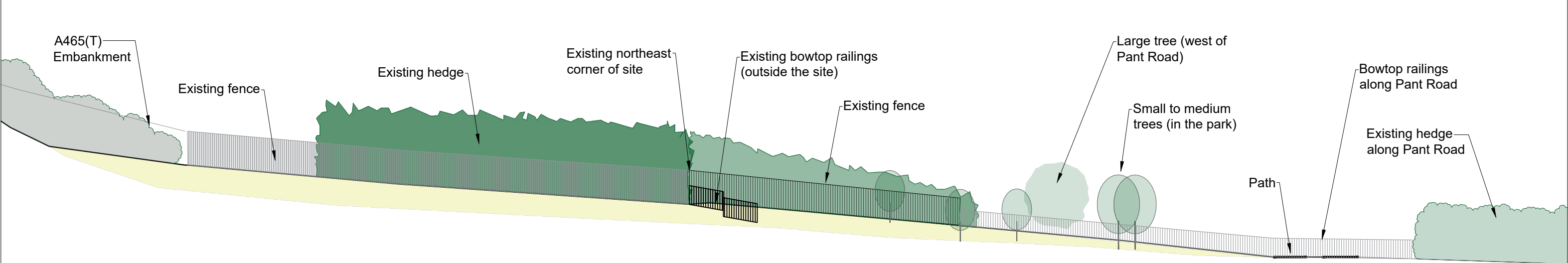
View Northwest C After 5 Years

MMA Proposed Site Extension
Northwest Elevations (perpendicular to Pant Rd)

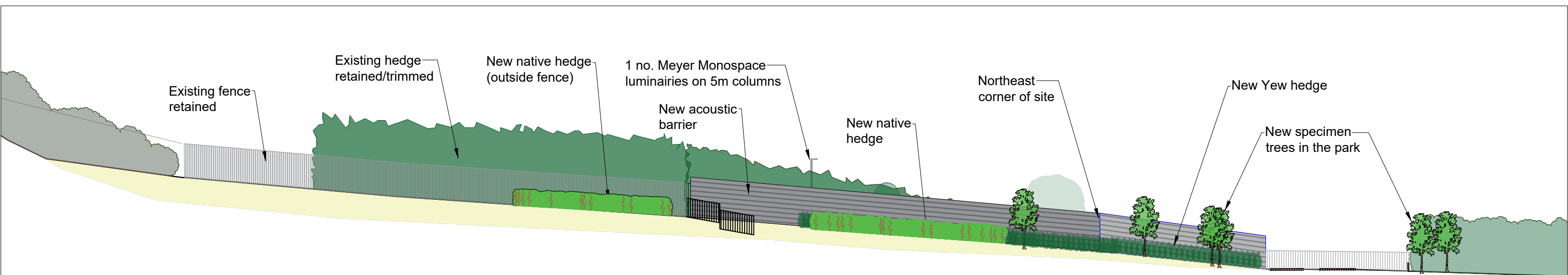
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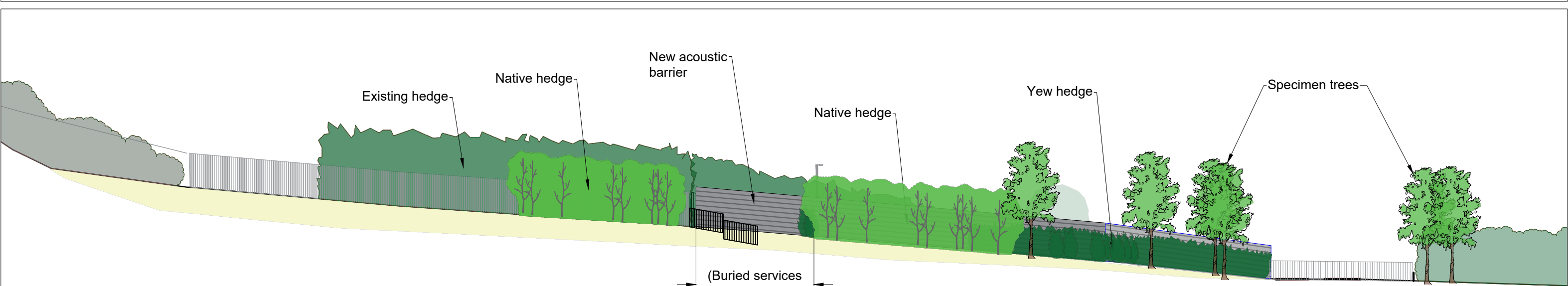
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Project name:			
Northwest Elevations			
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Figure 5			
Drawing no.			
Rev.			



View Southeast A Existing



View Southeast B Construction



View Southeast C After 5 Years

Merthyr Motor Auctions
Proposed Site Extension
Southeast Elevations



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Merthyr Motor Auctions			
Client:			
Site C Landscape Proposals			
Project name:			
Southeast Elevations			
Drawing title:			
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Figure 6			
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Appendix

Table 1: The Sensitivity of the Landscape Character and Views

SENSITIVITY	LANDSCAPE CHARACTER	VIEWS
HIGH	Landscapes of recognised national or regional value (e.g. AONB), in good condition, distinctive and cohesive, with strong and attractive landscape features. Landscapes which are visually open and which may be intolerant to change or susceptible to small changes	Dwelling houses with a view of the development - this can reduce if the view is oblique. Users of outdoor recreational facilities including public rights of way, national trails, historic parks and gardens whose attention or interest may be focused on the landscape
MEDIUM	Moderately valued landscapes with some attractive features and characteristics of local significance, but also some detracting features. A pleasant but unremarkable landscape which may be reasonably tolerant of change	Outdoor active recreation users where the main objective is purposeful action such as sport, golfers, mountain bikers, theme park visitors. People travelling through or past the affected landscape on roads, trains or other transport routes
LOW	Landscapes of moderate to low attraction, which lack distinctiveness and cohesion. No landscape features worthy of conservation and frequent detracting features. Landscapes which are enclosed and are potentially tolerant of substantial change	Travellers to work or for day to day purposes in cars. People in commercial buildings and other locations where people's attention may be focused on their work or activity

Table 2: The Magnitude of Predicted Change to Landscape Character and Views

MAGNITUDE	CRITERIA FOR ASSESSING CHANGE TO LANDSCAPE CHARACTER	CRITERIA FOR ASSESSING CHANGE TO VIEWS
HIGH	The proposals would be largely inconsistent with the existing landscape baseline and would result in extensive alterations to the landscape pattern and features within it	The proposed development would occupy a large proportion of the view and would become a prominent feature. There would be a substantial change, where the proposals would have a defining influence on the view. The works would be very noticeable
MEDIUM	The proposals would be partially inconsistent with the existing landscape baseline and would result in a weakening or strengthening of the landscape pattern and features within it	The proposed development would occupy a moderate proportion of the view and would become a readily noticeable feature. Changes would occur where proposals would be an important new element in the view and would be readily noticeable
LOW	The proposals would be largely consistent with the existing landscape baseline resulting in some, but minimal change to the landscape pattern and features within it.	The proposed development would occupy a small portion of the view and would become a minor but visible feature. The proposals would be partially visible, fleeting or from some considerable distance resulting in limited or minor changes to the view
NEGLIGIBLE	Little or no effects on the landscape characteristics. Negligible changes to a landscape are considered to be insignificant	The changes to views are barely discernable or completely unseen. Negligible changes to a view are considered to be insignificant

Table 3: Significance of Landscape and Visual Effects

		MAGNITUDE			
SENSITIVITY		HIGH	MEDIUM	LOW	NEGLIGIBLE
	HIGH	Substantial beneficial or adverse effect	Substantial to moderate beneficial or adverse effect	Moderate to slight beneficial or adverse effect	Negligible effect
	MEDIUM	Substantial to moderate beneficial or adverse effect	Moderate beneficial or adverse effect	Slight beneficial or adverse effect	Negligible effect
	LOW	Moderate to slight beneficial or adverse effect	Slight beneficial or adverse effect	Slight beneficial or adverse effect or negligible effect	Negligible effect