

Welsh Government

M4 Corridor around Newport

Environmental Statement Volume 3:
Appendix 8.3

Assessment of Significance of the
Impact of Development on the
Historic Landscape (ASIDOHL)

M4CaN-DJV-HER-ZG_GEN-AX-EN-0004

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Summary

- S.1** This report has been prepared by RPS. It sets out the results of an Assessment of the Significance of the Impact of Development on the Historic Landscape (ASIDOHL) with regard to the proposed M4 Corridor around Newport road (M4CaN) in South Wales (the Scheme). This assessment is compliant with ASIDOHL2.
- S.2** The Scheme is partially located within a registered Landscape of Outstanding Historic Interest (LOHI) in Wales – the Gwent Levels Historic Landscape. This historic landscape is included on the non-statutory Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales.
- S.3** The purpose of the ASIDOHL is to assess the overall impact of the Scheme on the individual Historic Landscape Character Areas (HLCAs) within the registered Landscape of Outstanding Historic Interest and also to assess what effects the Scheme may have on the whole of the registered LOHI.
- S.4** Construction and operation of the Scheme would result in the establishment of a six-lane highway within the registered historic landscape. The Scheme would have direct, physical impacts on seven of the twenty-one HLCAs defined within the LOHI. There would be a ‘considerable’ impact on one HLCA, ‘moderate’ impacts on five HLCAs and ‘slight’ impacts on one HLCA. There are no direct physical impacts on any listed buildings or Scheduled Ancient Monuments within any of these seven HLCAs.
- S.5** The Scheme would have an indirect impact on fourteen of the twenty-one HLCAs defined within the LOHI. There would be a ‘severe’ indirect impact on four HLCAs, a ‘considerable’ indirect impact on one HLCA, a ‘moderate’ indirect impact on four HLCAs and a ‘slight’ indirect impact on five HLCAs.
- S.6** When the relative value of each HLCA is taken into consideration alongside the magnitude of direct physical impacts and indirect (physical and non-physical) impacts, the resultant overall magnitude of impact would be ‘fairly severe’ for five HLCAs, ‘moderate’ for eight HLCAs and ‘slight’ for the remaining one HLCA.
- S.7** Overall it is considered that the Scheme would result in an appreciable reduction to the capacity for understanding or appreciating the significance of the historic landscape.

1 Stage 1: Contextual Information

- 1.1.1** This report has been prepared by RPS. It sets out the results of an Assessment of the Significance of the Impact of Development on the Historic Landscape (ASIDOHL) with regard to the proposed M4 Corridor around Newport (M4CaN) in South Wales (the Scheme).
- 1.1.2** The new section of motorway is located partially within a registered Landscape of Outstanding Historic Interest in Wales – the Gwent Levels Historic Landscape. This historic landscape is included within the second part of the non-statutory Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales.
- 1.1.3** Planning Policy Wales (2016) explains that '*Information in the second part of the Register should be taken into account by local planning authorities in considering the implications of developments which are of such a scale that they would have a more than local impact on an area on the Register*' (paragraph 6.2.25).
- 1.1.4** The revised (2nd) edition of the Guide to Good Practice on using the Register of Landscape of Historic Interest in Wales in the Planning and Development Process (Countryside Council for Wales et al., 2007) provides a (non-exhaustive) list of developments that could lead to an impact of greater than local significance, which includes '*major communications schemes (roads, rail, sea, air or inland waterway*' (paragraph 2.6).
- 1.1.5** The Guide to Good Practice goes on to state that '*When EIA is required for a development within a historic landscape area on the Register, therefore, planning or other competent authorities in agreeing the scope of works should require assessors to use the methodology set out in the Technical Annex for assessing the significance of the impacts of the proposal on the historic landscape area*' (paragraph 2.10).
- 1.1.6** This ASIDOHL forms part of the overall assessment of effects on the historic environment which is presented as Chapter 8 of an Environmental Impact Assessment (EIA). This EIA informs an Environmental Statement (ES) that will be submitted in support of the Draft Orders for the Scheme. Another Appendix prepared with regard to Chapter 8 of the EIA comprises a detailed Cultural Heritage Desk-based Assessment (Appendix 8.2) which provides further information on the historic environment baseline within that part of the registered Landscape of Outstanding Historic Interest (LOHI) which would be traversed by the new section of motorway. Additional Appendices provide the results of various historic environment surveys and studies that have helped to inform the baseline position and to develop a detailed mitigation strategy.
- 1.1.7** The purpose of the ASIDOHL is to assess the overall impact of the new section of motorway on the individual Historic Landscape Character Areas (HLCAs) within the registered Landscape of Outstanding Historic Interest (LOHI) and also to assess what effects the new section of motorway may have on the whole of the registered LOHI.
- 1.1.8** The ASIDOHL has been carried out using the guidance provided in the revised (2nd) edition of the Guide to Good Practice on using the Register of Landscape of Historic Interest in Wales in the Planning and Development Process

(Countryside Council for Wales *et al.*, 2007) and is therefore compliant with ASIDOHL2.

1.1.9 Figures 1a-c show the location of the new section of motorway within the Gwent Levels LOHI.

1.1.10 Further information regarding the details of the Scheme is presented within other documents that form part of the submission of Draft Orders for the Scheme. In summary, the Scheme comprises the following.

- Approximately 23 km of new three-lane motorway passing to the south of Newport, crossing the Gwent Levels, the Rivers Ebbw and Usk and Newport Docks.
- An interchange at Magor providing connections with the M48 and the B4245 roads – this would reduce traffic flow through Magor.
- New junctions at Glan Llyn and at Docks Way, connecting with the A4810 and A48.
- An interchange at Castleton connecting with routes to Cardiff and beyond into south west Wales.
- A new 440 m long main span cable-stayed bridge across the River Usk and Newport Docks – this would be the second longest bridge of its type in Wales and the fourth longest in the UK.
- Two crossings that would take the new motorway over the South Wales to London Mainline railway.
- Maintenance of local road connections through the provision of overbridges.
- Complementary Measures, including the reclassification of the existing M4 motorway between Junctions 23 and 29 as a trunk road, a new M4/M48/B4245 connection and provision of cycle and walking friendly infrastructure.

1.1.11 Further details of the Scheme may be found in Chapter 2 of the Environmental Statement.

1.1.12 A summary of national, regional and local planning policy in relation to historic landscapes is presented within the ES that forms part of the application for consent for the Scheme. A more detailed description of these policies is contained in Appendix 8.1 of the ES.

1.1.13 The appraised level of confidence of the data on which this ASIDOHL is based is high – there have not been any problems with regard to access to land or to data, or any issues regarding confidentiality or copyright.

1.1.14 This ASIDOHL has been produced by Mick Rawlings, BA (Hons) Archaeology and Geography, MCIfA, Technical Director Historic Environment at RPS. Mick is the Key Technical Discipline Leader for Cultural Heritage with regard to the Scheme. He has extensive experience in the assessment of effects resulting from major transport projects and in the development and management of appropriate mitigation strategies, including work on the following schemes:

- A465 Heads of the Valley Dualling Section 2, South Wales - Key Technical Discipline Leader for Cultural Heritage issues on this ongoing scheme. Input has included WelTAG appraisal, ES preparation, presentation of expert

witness opinion on behalf of Welsh Government at Public Inquiry, design and management of detailed programme of archaeological work. Scheme is currently under construction.

- Stansted Surface Access, Essex - Key Technical Discipline Leader on Cultural Heritage issues for three Environmental Impact Assessments, including improvements to the West Anglia Mainline, widening the M11 motorway & the construction of new junctions on the M11 motorway & the A120 road. Input included WebTAG appraisal and preparation of evidence for Public Inquiry.
- Heathrow Surface Access, London - Key Technical Discipline Leader on Cultural Heritage issues for the optioneering study for surface access strategies with regard to the proposed third runway at Heathrow Airport.
- A354 Weymouth Relief Road, Dorset - Contractor's Archaeologist on major local authority ECI road scheme. Designed and managed detailed programme of archaeological work.
- A350 Westbury Eastern Bypass, Wiltshire - prepared ES chapter and developed detailed archaeological mitigation strategy. Prepared and presented evidence at Public Inquiry.
- A30 Bodmin-Indian Queens Road, Cornwall - Highways Agency's Archaeologist for the first ECI road scheme in England. Oversaw detailed programme of archaeological work.
- M4/M48 Second Severn Crossing (English Approaches) - managed extensive programme of archaeological investigation ahead of construction of new motorways across the North Avon Levels.
- A34 Newbury Bypass, Berkshire - managed programme of archaeological evaluation as part of final route selection process.
- A380 Kingskerswell Bypass, Devon - managed programme of archaeological evaluation as part of final route selection process.
- A3 Liphook to Petersfield, Hampshire - managed programme of archaeological evaluation as part of final route selection process.

- 1.1.15** Recent ASIDOHL2 reports prepared by Mick Rawlings include ones for the A465 Heads of the Valley Dualling Section 2 (within the registered Clydach Gorge Landscape of Special Historic Interest and the Brecon Beacons National Park) and the South Hook CHP Plant, Herbrandston (within the registered Milford Haven Waterway Landscape of Outstanding Historic Interest and the Pembrokeshire Coast National Park).
- 1.1.16** The assessment covers all five stages of ASIDOHL2 and has been undertaken following a series of visits to all of the HLCAs within the registered LOHI, including multiple visits to each of the fourteen HLCAs affected by the new section of motorway. In some cases these HLCAs extend beyond the registered LOHI (see Figures 2 - 15). The visits were undertaken in the period March 2015 – November 2015.
- 1.1.17** In the published Register of Landscapes of Outstanding Historic Interest in Wales (Cadw, 1998), the Gwent Levels are described thus:

The Gwent Levels are an extensive low lying area of estuarine alluvium located on the north side of the Severn estuary in South East Wales, between Cardiff and the River Rhymney in the west and Chepstow on the River Wye in the east. Topographically, the levels are taken as extending south of the 10m contour line, approximately the fen edge or interface with solid geology to the north (roughly coinciding with the modern east-west line of the London to Cardiff railway), though because they tilt northwards from the sea are generally at their lowest near their boundary with the solid geology inland. On the south side, the levels fringe the coastline and are protected by sea walls and banks. Geographically, they are divided into two main areas, namely Wentlooge to the west of the River Usk, and Caldicot to the east.

The levels are a landscape of extraordinarily diverse environmental and archaeological potential. Although they are an important wetland resource in their own right, archaeologically the area contains a variety of landscapes of different dates, and nowhere else in Wales is it possible to make these period distinctions so easily. Man's past activities in the area have been governed by the vast tidal range within the Severn estuary, which has seen major and minor fluctuations in the heights and range of the tides since the last glaciation, caused by variations in both land and sea level. The levels reflect man's evolving and often precarious relationship with these circumstances over the last ten thousand years.

Having been reclaimed from the sea at various times during the historic period, the present land surface is a supreme example of a 'hand-crafted' landscape. Artificially created and entirely the work of man, preserving clear evidence of distinctive patterns of settlement, enclosure and drainage systems from successive periods of use. However, because of recurrent phases of inundation and alluviation, there is also a proven, and possibly quite vast, potential for extensive, buried, waterlogged, archaeological and environmental deposits belonging to earlier landscapes, including within the area of the intertidal mudflats beyond the sea walls and banks. The levels are therefore a uniquely rich archaeological and historical resource in Wales, and certainly of international importance and significance.

Man's greatest impact on the wetland landscape has been his determination and success in reclaiming the levels, which has been on-going at least since the Roman period. Although the area is crossed by natural drainage, principally the River Usk with its broad tidal estuary, the Rivers Rhymney and Ebbw, and the Goldcliff Pill, the greater part of the levels has been the subject of artificial drainage schemes, so that today the area is criss-crossed by drainage channels, known locally as reens. However, elements of older drainage networks are still incorporated into some of the artificial drainage networks inland of the sea walls, whilst other elements have been abandoned, either at the time of reclamation or more recently. The abandoned drainage systems are represented by palaeochannels, some of which are clearly seen on aerial photographs.

The present derived landscape thus comprises the following features: major reens resulting from natural watercourses; major reens which are wholly artificial; inland abandoned sea banks whose origins are obscure; sea walls probably originating in the 16th century; gouts where reens meet andcoffer gouts where they cross; pills where the major reens discharge either into tidal channels or into the estuary itself; the bridges across the reens and the roadways built upon

embankments; and not least the distinctive and characteristic field patterns belonging to different phases of enclosure.

In relation to the buried, archaeological landscape, Mesolithic remains have been discovered at Goldcliff, stratified in an estuarine clay underlying a sequence of peat deposits. Additionally, late Mesolithic footprints, impressed into the lower Wentlooge Formation have been found at Uskmouth. Again they were preserved in estuarine clay beneath a deposit of clay. It is reasonable to suppose that other important evidence of Mesolithic activity will be found preserved further inland, and most particularly at the interface between the levels and the solid geology to the north.

Bronze Age activity has been recorded at various sites on dessicated raised peat beds, such as at Chapel Tump. More recently, outside the area described here, at Caldicot Castle, there is detailed evidence of palaeochannels, pile structures, a boat stake and a considerable amount of cultural material. Iron Age evidence has been discovered in the intertidal zone at Gold Cliff with rectangular timber buildings, trackways and fishtraps on a shelf of fen peat. Also outside, but near the area, at Barland's Farm, Wilcrick, Roman stone and timber structures and the remains of a late 3rd century Romano-British boat have been found, alongside a buried creek, emphasising the remarkable state of preservation of archaeological material in the levels.

The oldest surface landscape of the levels is probably that of central Wentlooge, which recent work at Rhymney Great Wharf has proved to be of Roman date. The presence of Romano-British finds within some of the fossil reens exposed in foreshore erosion faces indicates that the present rectilinear drainage pattern of fields is almost certainly of Roman date and therefore unique in Britain, if not in North West Europe. The Middle Ages are represented by a large number of Anglo-Norman sites including castles, moated sites, churches, mills, manor houses and court houses. There is evidence of continuity in the forms of land use between the medieval and post-medieval periods. The area saw increasing enclosure of the fields although, as late as 1830, considerable areas remained as unenclosed common. Whilst much of the basic network of reens had been established before this period, it continued to be developed and modified, particularly as land became enclosed.

- 1.1.18** Extensive programmes of archaeological work within the Gwent Levels commenced ahead of the designation of this area as a Landscape of Outstanding Historic Interest in Wales and these programmes contributed greatly towards an understanding of the pre-drainage utilisation of the landscape and its subsequent development to reach its present form. The available information was incorporated within a major study of the historic landscape that formed the basis for the designation (Rippon, 1996).
- 1.1.19** The archaeological work has continued after the designation of the historic landscape and has provided further valuable information. Much of this has been published, including work on the archaeology of the intertidal zone areas (summarised in Bell *et al* 2000, and Bell 2013). This programme of investigation and also others mostly associated with commercial development have greatly increased our understanding of the history of the Gwent Levels (*cf.* Parkhouse and Parry 1990; Yates 2000; Meddons 2001; Meddons and Beasley 2001; Yates *et al* 2001; Nayling and McGrail 2004; Bell 2007). This has also been achieved through further studies of the landscape history based on examination of

landscape character along with historical documentary and cartographic material (*cf.* Rippon, 2014).

- 1.1.20** As mentioned above, some of the archaeological work carried out in the Gwent Levels over recent years has been associated with commercial developments, some of which have themselves had an effect on the character of the historic landscape subsequent to its designation as a Landscape of Outstanding Historic Interest in Wales. Such developments include business parks and industrial estates such as those to the south of Cardiff but also Imperial Park to the southwest of Newport and the Gwent Europark, west of Magor. Other developments include new bird-feeding grounds, golf courses and also taller elements such as pylons and wind turbines. All of these have contributed towards a cumulative gradual reduction in the value of the historic landscape character.

2 Stage 2: Assessment of Direct, Physical Impacts of Development

- 2.1.1** The new section of motorway is located within seven of the twenty-one HLCAs that contribute towards this registered LOHI:
- HLCA 001 – Nash/Goldcliff coastal zone
 - HLCA 002 – Christchurch/Nash/Whitson Back-Fen
 - HLCA 008 – Northern Redwick
 - HLCA 009 – Green Moor
 - HLCA 015 – Eastern St Brides
 - HLCA 020 – Marshfield/Coedkernew
 - HLCA 021 – Maerdy
- 2.1.2** Additionally there would be temporary works during construction within an eighth HLCA:
- HLCA 011 - Caldicot Moor
- 2.1.3** Figures 2 - 15 show the proposed development in relation to the seven HLCAs. In one of these (HLCA 002 and HLCA 011) the new section of motorway is within the HLCA but almost wholly outside the boundary of the LOHI.
- 2.1.4** The assessment of the direct physical impacts of the new section of motorway on each of these HLCAs is presented as Annex A of this report. Table 1 below shows a summary of the direct physical impacts on each of the seven HLCAs that are affected.

Table 1: Summary of Overall Magnitude of Direct Physical Impacts on HLCAs

HLCA Number/Name	Score	Magnitude
001 – Nash/Goldcliff coastal zone	10	Moderate
002 – Christchurch/Nash/Whitson Back-Fen	10	Moderate
008 – Northern Redwick	17	Considerable
009 – Green Moor	12	Moderate
015 – Eastern St Brides	13	Moderate
020 – Marshfield/Coedkernew	08	Slight
021 – Maerdy	09	Moderate

3 Stage 3: Assessment of Indirect Impacts of Development

- 3.1.1** The new section of motorway would indirectly affect fourteen of the twenty-one HLCAs that contribute towards this LOHI. No indirect effects are considered likely for the following HLCAs:
- HLCA 005 – Redwick Village
 - HLCA 012 – Caldicot fen-edge
 - HLCA 013 – St Pierre
 - HLCA 014 – Mathern
 - HLCA 017 – Peterstone
 - HLCA 018 – Rumney
 - HLCA 019 – Trowbridge
- 3.1.2** This does not mean that the new section of motorway would not be visible (or audible) from any part of any of these HLCAs, rather it is that the impacts would be negligible to the extent that they do not need to be further considered.
- 3.1.3** Indirect physical impacts have been identified with regard to the following HLCAs:
- HLCA 001 – Nash/Goldcliff coastal zone
 - HLCA 002 – Christchurch/Nash/Whitson back-fen
 - HLCA 009 – Green Moor
 - HLCA 015 – Eastern St Brides
 - HLCA 021 – Maerdy
- 3.1.4** In each case these impacts relate mainly to severance of the HLCA, resulting in land to the north of the new section of motorway becoming more vulnerable to development pressures as the motorway would be regarded as the newly established southern boundary to development in the Levels. There are also impacts relating to the severance of green lanes (which could result in the remaining parts of such lanes falling out of use and being removed from the historic landscape) and also the severance of historic farms from their landholdings (which could lead to changes in land management).
- 3.1.5** The assessment of the indirect physical impacts of the new section of motorway on each of the HLCAs is presented as Annex B.
- 3.1.6** Within the following HLCAs some land has been identified for ecological habitat management required as part of the overall Scheme:
- HLCA 001 – Nash/Goldcliff coastal zone
 - HLCA 002 – Christchurch/Nash/Whitson back-fen
 - HLCA 011 – Caldicot Moor
 - HLCA 021 – Maerdy

- 3.1.7** This process would involve the reversion of arable land to grassland or the reseeding of grassland, along with subsequent management of grazing and/or hay cut. There would be re-profiling of reens, some hedge/scrub clearance along watercourses and the establishment of shallow scrapes (no more than 0.5 m deep and in-field grips (again no more than 0.5 m deep). This work would not adversely affect the historic character of the landscape and thus it is not further considered within this assessment.
- 3.1.8** Indirect (non-physical) visual impacts (ASIDOHL2 Stage 3b) have been examined through a series of site visits, also using the Zone of Theoretical Visibility (ZTV) produced for the Landscape and Visual Impact Assessment regarding the new section of motorway.
- 3.1.9** The assessment of the indirect (non-physical) visual impacts of the new section of motorway on each of the HLCAs is presented as Annex C.
- 3.1.10** Table 2 below shows a summary of the indirect impacts on each of the HLCAs. In each case, the average score for the indirect physical impacts (as recorded in Annex B) has been added to the indirect (non-physical) visual impacts (as recorded in Annex C). This total has then been multiplied by 28 and then divided by 20, with the resulting figure rounded off to the nearest whole number.

Table 2: Summary of Overall Magnitude of Indirect Impacts on HLCAs

HLCA Number/Name	Indirect Physical Impacts	Indirect Visual Impacts	Total Indirect Impacts	x 28 ÷ 20	Magnitude
001 – Nash/Goldcliff coastal zone	6.5	5.32	11.32	16	Considerable
002 – Christchurch/Nash/ Whitson Back-Fen	7	7.66	14.66	21	Severe
003 – Whitson	-	5.17	5.17	7	Slight
004 – Porton	-	4.5	4.5	6	Slight
006 – Redwick/Magor/ Undy	-	5.5	5.5	8	Slight
007 – Redwick Broadmead	-	6.33	6.33	9	Moderate
008 – Northern Redwick	-	7	7	10	Moderate
009 – Green Moor	7	6.46	13.46	19	Severe
010 – Magor Lower Grange	-	5.33	5.33	7	Slight
011 – Caldicot Moor	-	4.75	4.75	7	Slight
015 – Eastern St Brides	7	6.98	13.98	20	Severe
016 – Western St Brides	-	7	7	10	Moderate
020 – Marshfield/ Coedkernew	-	8	8	11	Moderate
021 – Maerdy	6	8.5	14.5	20	Severe

- 3.1.11** Thus it can be seen that the implementation of the Scheme would result in Severe indirect impacts on four HLCAs, a Considerable indirect impact on one HLCA, Moderate indirect impacts on four HLCAs and Slight indirect impacts on five HLCAs.
- 3.1.12** The greatest level of indirect impact (Severe and/or Considerable) would be experienced within those HLCAs which would be physically severed by the new

section of motorway. The lowest level of indirect impact (Slight) would be experienced where the impact is wholly non-physical.

4**Stage 4: Evaluation of Relative Importance**

- 4.1.1** As evidenced by its place within the National Register, the historic landscape of the Gwent Levels is of special interest. The evaluation of relative importance of the HLCA within a national context recognises that although the designated landscape is of national importance, some areas or individual elements could be of higher value than others.
- 4.1.2** Stage 4 of ASIDOHL2 is the process through which the relative importance of that part of each HLCA affected by a proposed development is evaluated in relation to:
- the whole of that HLCA; and
 - the whole of the designated historic landscape.
- Followed by;
- an evaluation of the relative importance of the HLCA within the national context, in terms of the designated historic landscapes on the Register, not the whole of the country.
- 4.1.3** The evaluation of the relative importance of each of the HLCA affected by the proposed development is presented as Annex D.
- 4.1.4** Table 4 below shows a summary of the average overall values for each of the HLCA affected by the new section of motorway. In each case, the value has been recorded for a) the whole of that part of the HLCA affected; b) the whole of the historic landscape on the register and c) the relative importance of the HLCA in the national context.

Table 3: Summary of Average Overall Values for HLCA Affected by the New Section of Motorway

HLCA Name	Average values from Stages 4a - 4c	Overall value
001 – Nash/Goldcliff coastal zone	a = 74.55 b = 89.09 c = 89.09	84.24 – Very High
002 – Christchurch/Nash/Whitson Back-Fen	a = 60.00 b = 67.27 c = 74.54	67.67 – High
003 – Whitson	a = 70.90 b = 87.27 c = 89.09	82.42 – Very High
004 – Porton	a = 85.45 b = 89.09 c = 89.09	87.88 – Very High
006 – Redwick/Magor/Undy	a = 85.45 b = 89.09 c = 89.09	87.88 – Very High
007 – Redwick Broadmead	a = 83.63 b = 89.09 c = 89.09	87.27 – Very High
008 – Northern Redwick	a = 81.81 b = 87.27 c = 87.27	85.45 – Very High

HLCA Name	Average values from Stages 4a - 4c	Overall value
009 – Green Moor	a = 72.72 b = 80.00 c = 80.00	77.58 - High
010 – Magor Lower Grange	a = 92.72 b = 94.54 c = 94.54	93.94 – Very High
011 – Caldicot Moor	a = 58.18 b = 83.63 c = 81.81	74.54 - High
015 – Eastern St Brides	a = 80.00 b = 80.00 c = 78.18	79.39 – High/Very High
016 – Western St Brides	a = 72.72 b = 72.72 c = 70.90	72.72 - High
020 – Marshfield/Coedkernew	a = 63.64 b = 74.55 c = 74.55	70.91 – High
021 – Maerdy	a = 65.45 b = 76.36 c = 78.18	73.33 - High

5 Stage 5: Assessment of Overall Significance of Impact

- 5.1.1** This is the final stage of the assessment and combines the results of Stages 2 to 4. It assesses the overall significance of the impact of the new section of motorway and the effect that altering the HLCAs concerned would have on the whole of the historic landscape area on the Register.
- 5.1.2** This is achieved through scoring the value of each of the HLCAs affected by the new section of motorway in relation to the effect of the development and the consequent reduction in value of the historic landscape on the Register.
- 5.1.3** The results for each of the HLCAs are presented in Annex E, with a summary below.
- 5.1.4** The new section of motorway would have a permanent direct impact on seven HLCAs, a temporary direct impact on one HLCA and a permanent indirect impact on fourteen of the twenty-one HLCAs that make up the registered Gwent Levels Landscape of Outstanding Historic Interest. The overall significance of impact is summarised in Table 5 below.

Table 4: Overall Significance of Impact of the New Section of Motorway on the Gwent Levels Landscape of Special Historic Interest

HLCA Name	Total Score	Overall significance of impact
001 – Nash/Goldcliff coastal zone	18	Fairly Severe
002 – Christchurch/Nash/Whitson Back-Fen	18	Fairly Severe
003 – Whitson	13	Moderate
004 – Porton	11	Moderate
006 – Redwick/Magor/Undy	11	Moderate
007 – Redwick Broadmead	11	Moderate
008 – Northern Redwick	16	Fairly Severe
009 – Green Moor	18	Fairly Severe
010 – Magor Lower Grange	11	Moderate
011 – Caldicot Moor	11	Moderate
015 – Eastern St Brides	20	Fairly Severe
016 – Western St Brides	09	Slight
020 – Marshfield/Coedkernew	15	Moderate
021 – Maerdy	14	Moderate

5.2 Mitigation

- 5.2.1** Mitigation of the impact of the new section of motorway on the registered historic landscape is in the form of the detailed design. This has been with regard to the following.

- Adjustments of the vertical alignment of the new section of motorway in order to minimise the visual impact on the registered historic landscape.
- Architectural input into the visual nature of the new section of motorway in order to ensure that potential harm to the character of the registered historic landscape is reduced.

- Consideration of the potential visual impacts of the new section of motorway on the character of the registered historic landscape. This is reflected in the proposed landscaping (including screen planting) and also in the location of water treatment areas.
- Retention of access to key elements within the registered historic landscape.

5.2.2

No further mitigation is proposed. However, it is proposed to offset the impact on the historic landscape by way of an integrated programme of historic landscape analysis that would lead to a greater understanding and appreciation of the development of the area through which the new section of motorway passes. This would be achieved through the examination of available documentation and graphic source material by appropriate specialists along with field surveys and archaeological investigations. Further information on this is presented within the Cultural Heritage Mitigation Plan (CHMP – Appendix 8.10 of this ES).

6

ASIDOHL2 Concluding Statement

- 6.1.1** The Scheme would see the establishment of a new three-lane section of motorway within the northern part of the designated Gwent Levels Landscape of Outstanding Historic Interest. In some parts of the Gwent Levels, the new section of motorway is outside the boundary of the designated historic landscape but is still within one or more of the Historic Landscape Character Areas that have been defined for this area.
- 6.1.2** The significance of the designated historic landscape is based on it being the largest example of a 'hand-crafted' landscape in Wales. The levels represent an area of former tidal mudflats and salt-marshes gradually reclaimed through successive episodes of enclosure and drainage. The various elements of the historic landscape that are present today contribute significantly towards an understanding of how and when this reclamation of the land occurred. In particular, the field systems and the nature of the reens and other drainage elements, along with the settlement pattern, are key elements within this historic landscape.
- 6.1.3** The new section of motorway would traverse the historic landscape, resulting in direct loss of land (mostly fields and adjacent drains) and also severance of land sharing a common historic character. The new section of motorway would generally be carried across the levels on a low embankment; however, there are some elevated elements that would be more visible from within the historic landscape. Such elements include overbridges, gantries and lighting columns but more significantly would include the substantial bridge over the River Usk and Newport Docks. Existing connections to and within the levels for pedestrians and vehicles would be maintained.
- 6.1.4** The new section of motorway would have direct, physical impacts on seven of the twenty-one HLCAs defined within the LOHI. There would be a 'considerable' physical impact on one HLCA, 'moderate' physical impacts on five HLCAs and a 'slight' physical impact on one HLCA. The 'considerable' physical impact is slightly misleading in that it results from the fact that although only a very small part of the HLCA (008 - Northern Redwick) is physically impacted, the area subject to impact contains a small moated enclosure that would be almost entirely lost to the construction of a local road connection.
- 6.1.5** There are no direct physical impacts on any listed buildings or Scheduled Ancient Monuments within any of the HLCAs. One historic building (non-listed) within HLCA 009 Green Moor would be demolished. This is Barecroft House, a cottage of unknown date immediately south of the railway. Other physical impacts additional to those mentioned above comprise loss of fields and field boundaries, loss of green lanes, culverting/realignment of reens and also impacts on evidence regarding the Second World War defence of Newport.
- 6.1.6** There would also be indirect physical impacts on five of the HLCAs. These impacts would principally arise from severance of the HLCA, resulting in an increased vulnerability to development pressures for those parts of these HLCAs to the north of the new section of motorway.
- 6.1.7** The new section of motorway would have an indirect (non-physical) visual impact on fourteen of the twenty-one HLCAs defined within the LOHI. The overall

magnitude of indirect impacts would be 'severe' for four HLCAs, 'considerable' for one HLCA, 'moderate' for four HLCAs and 'slight' for the remaining five HLCAs.

- 6.1.8** When the relative importance of the HLCAs (including the individual elements within each HLCA) and of the registered landscape is taken into account along with the magnitude of direct and indirect impacts, the overall significance of the impact of the new section of motorway would be 'fairly severe' on five HLCAs, 'moderate' on eight of the HLCAs and 'slight' on one HLCA.
- 6.1.9** The HLCAs that would experience the greatest significance of impact would be HLCA 001 Nash/Goldcliff Coastal Zone, HLCA 002 Christchurch/Nash/Whitson Back-Fen, HLCA 008 Northern Redwick, HLCA 009 Green Moor and HLCA 015 Eastern St Brides. In each case, the assessed significance of impact is between 16 and 20 based on a scale of 0-30 where 0 is the lowest significance of impact and 30 is the highest. This is mainly because these HLCAs generally have the greatest direct impact in terms of land lost to the new section of motorway (HLCA 001 Nash/Goldcliff Coastal Zone 15 hectares (ha.) lost; HLCA 002 Christchurch/Nash/Whitson Back-Fen = 17.7 ha. lost; HLCA 009 Green Moor = 46.6 ha. lost; HLCA 015 Eastern St Brides = 24.8 ha. lost) and/or the greatest amount of physical severance of the HLCA. In the case of HLCA 008 Northern Redwick this result is because the only part of the Scheme footprint physically within the HLCA impacts on a known archaeological site.
- 6.1.10** Within HLCA 001 Nash/Goldcliff Coastal Zone and HLCA 002 Christchurch/Nash/Whitson Back-Fen, there would also be loss/severance of green lanes and effects on the settings of listed buildings. For HLCA 009 Green Moor, there would be loss/severance of green lanes, loss of a non-listed historic building and effects on the setting of a Scheduled Monument (Grangefield moated site). For HLCA 015 Eastern St Brides, there would be loss/severance of green lanes and effects on the settings of earthwork complexes that may represent the sites of abandoned settlements.
- 6.1.11** Overall, it is considered that the new section of motorway would result in an appreciable reduction in the capacity for understanding or appreciating the significance of the historic landscape area on the Register.

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Annexes

Annex A - ASIDOHL2 Stage 2: Direct Physical Impacts

HLCA 001 – Nash/Goldcliff Coastal Zone (Figures 2, 3)

This HLCA is very diverse and has a complex of irregular field patterns along with sinuous lanes and dispersed settlement. The higher coastal parts were reclaimed by the late 11th / early 12th century, with lower-lying inland areas drained by the 13th / 14th century. The landscape has been subsequently modified through increased settlement and the enclosure of commons and roadside waste, but remains essentially in its medieval form. There is a strong association with the former Goldcliff Priory and it is possible that some of the reclamation here could have been the work of the monks based at the priory.

Some areas of former settlement have been abandoned but are still visible as earthworks, including a moated site adjacent to Chapel Lane in Goldcliff which is now a Scheduled Ancient Monument (SM007).

The major drainage features tend to follow natural courses, with the principal exception of Monks Ditch which is a raised watercourse carrying water from an upland stream. This is first documented in the 13th century and may well have been constructed by the monks of Goldcliff Priory. It forms the eastern boundary of the HLCA in the vicinity of Whitson.

There have been some changes to the landscape since designation but the only substantial one has been the establishment of a series of open water bodies just to the south of Goldcliff village. There has been a considerable amount of archaeological investigation but this has been focused on the intertidal zone at Goldcliff rather than in the back-fen area through which the new section of motorway passes.

The new section of motorway runs through two areas within this HLCA, both of which are located towards its northern boundary. The western one of the two areas is to the north-west of Pye Corner, whilst the eastern one is in the vicinity of the Grade II listed Tatton Farm (LB009). Whilst the new section of motorway would be located just outside the boundary of the LOHI, some works (principally the southern part of the realigned Nash Road and the Meadows Road WTA South) are within the designated historic landscape.

Key elements of this HLCA include the historic settlements at Nash, Goldcliff and Broadstreet Common. The church at Nash is a Grade I listed building (LB022) whilst the Church of St Mary Magdelene at Goldcliff is listed at Grade II and a stone cross within the churchyard is a Scheduled Monument. To the north of Goldcliff, a small moated earthwork site is also a Scheduled Monument (SM007), as is a group of Second World War concrete anti-tank cubes arranged across Goldcliff Pill. The house known as Great Newra, south of Broadstreet Common, is a Grade II listed building, as is the adjacent barn. Other Grade II listed buildings include Pye Corner Farm (LB006), Tatton Farm, Fair Orchard (LB007) and a barn close to the latter house (LB008). All of these are located close to Pye Corner.

Many of the fields within this HLCA contain visible evidence of surface drainage in the form of distinct ridges, possibly the result of post-medieval ploughing. This can be seen in the fields around Tatton Farm and also the ones to the north-west of Pye Corner (the two areas crossed by the new section of motorway) but is also common throughout the HLCA. Perpendicular drains are present at regular intervals within this drainage system.

To the east of Pye Corner is the site of a former Heavy Anti-Aircraft Battery of Second World War date which still contains the remains of a few buildings relating to that use of the site. To the north of here and on the other side of the road leading to Broadstreet Common, is the site of a post-war barracks, a former military installation later used for industrial research but derelict for many years. This is outside the HLCA. The new section of motorway crosses the northern part of the former barracks site, whilst the southern embankment for the Nash Road Overbridge would be constructed through the western part.

To the north-west of Pye Corner, in the field immediately north of the former Nash Baptist Chapel, is a series of concrete bases. These are possibly the remnants of tether points for barrage balloons that would have been placed here as part of the defensive system around Newport Docks during the Second World War. There are also hut bases at this location which are almost certainly associated with the tether points. There would be woodland planting within this field as part of the environmental mitigation required for the Scheme.

Following construction of the new section of motorway, the two parts of the HLCA to the north of the new section of motorway (around Tatton Farm and north-west of Pye Corner) would be severed from the rest of the HLCA. Although both of these areas are outside the designated LOHI, they are part of the defined HLCA. These areas would potentially be more vulnerable to development pressures, with the new section of motorway being perceived as the southern limit of development within this part of the Gwent Levels. However, the land around Tatton Farm forms part of the ecological mitigation land required as part of the Scheme and this should ensure protection against development. Additionally it forms part of the setting of the Grade II listed farmhouse.

A green lane adjacent to Julian's Reen is the historic access route from Pye Corner and past Tatton Farm to the land further north. The reen appears to represent a fossilised watercourse, i.e. a natural drainage channel that predates the enclosure of the surrounding land. This reen and the green lane would be realigned by the new section of motorway.

Table A1 – Assessment of Direct, Physical Impacts on HLCA 001 Nash/Goldcliff Coastal Zone

Historic Landscape Area: Gwent Levels	Historic Landscape Character Area: 001 – Nash/Goldcliff coastal zone					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area						
Development: M4 Corridor around Newport						
Absolute Impact (Loss of Area): 15.04 ha of 1,135.03 ha, 1.3%	Magnitude & Score: Very Slight – 1					
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores						
Element / % Loss	Category	Magnitude	Landscape Value			
			Landscape Value Effect			

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 001 – Nash/Goldcliff coastal zone		
Loss of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	C – 2	Very Slight – 1	High - field pattern is key element of historic landscape – 5	Slightly Reduced – 2
Impact on setting of barrage balloon tether points as a result of woodland planting	C – 2	Considerable – 4	Medium – the tether points represent a rare survival of a short-lived but important period in the development of the historic landscape – 3	Slightly Reduced – 2
Loss of and severance of green lane adjacent to Julian's Reen and culverting of the reen	C – 2	Very Slight – 1	Medium – the green lanes and the pre-enclosure reens are important in terms of understanding and appreciating how the historic landscape developed – 3	Slightly Reduced – 2
Loss of and severance of historic green lane south-east of Tatton Farm	C – 2	Very Slight – 1	Medium – the green lanes and the pre-enclosure reens are important in terms of understanding and appreciating how the historic landscape developed – 3	Slightly Reduced – 2
Notes Most of the permanent loss of land within this HLCA is outside the boundary of the LOHI. In addition to the 15.04 ha. of land permanently lost to the Scheme, a further 1.7 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.				
Compiled by: Mick Rawlings		Date: 05/02/16		

**Table A2 - Overall Magnitude of Direct Physical Impacts on HLCA 001
Nash/Goldcliff Coastal Zone**

Score	Grading
$((2 + 1 + 5 + 2) + (2 + 4 + 3 + 2) + (2 + 1 + 3 + 2) + (2 + 1 + 3 + 2)) \div 4 = 9.3 + 1 = 10.3 = 10$	Moderate

Thus the absolute direct physical impact on this HLCA is Very Slight whilst the relative direct physical impact is Moderate.

HLCA 002 – Christchurch/Nash/Whitson Back-Fen (Figures 4, 5)

This HLCA comprises an area where drainage was probably underway by the 14th century although the present field boundaries are more likely to be post-medieval in date. This low-lying area of back-fen once extended to the fen-edge but its northern boundary is now formed by the southern edge of the Llanwern steelworks land.

The field pattern is principally rectilinear, with linear roads lined by pollarded willows and little roadside waste. The former commons adjacent to the fen edge were destroyed when the steelworks was constructed, along with two duck decoy ponds and the only two farms formerly present within this HLCA. Many of the fields within this HLCA have well-preserved grips that indicate the nature of the drainage system here.

The eastern boundary of the HLCA to the south of the electricity substation is represented by the raised channel of Monks Ditch, but further north this historic drainage is wholly within the HLCA.

There are no Scheduled Monuments or listed buildings within this HLCA. Survey associated with the new section of motorway has identified a complex of moated enclosures within the HLCA, to the east of Tatton Farm (LB009), and these may well be of medieval date. A second similar complex is also present within the HLCA, immediately to the north-east of Moor Barn Farm.

The new section of motorway runs through two areas in the northern part of this HLCA, both of which are actually outside the boundary of the LOHI (although temporary access would be required through land which is within the LOHI). These two areas are separated by a small parcel of the land within the boundary of the steelworks.

The new section of motorway is located just to the south of the complex of moated enclosures located east of Tatton Farm. To the east of the Llanwern reed beds, it crosses a green lane aligned north-east/south-west. A temporary construction access passes just to the east of the complex of moated enclosures north-east of Moor Barn Farm.

Close to the point at which the on and off slips at the western side of the Glan Llyn Junction join the main carriageway, the new section of motorway crosses another green lane – this one is known as Decoypool Lane as it provided access to and from a duck decoy pond located further to the north. The eastern part of this junction crosses over the historic raised channel known as Monks Ditch.

Following construction of the new section of motorway, the remaining part of the HLCA to the north of the new motorway (north-east of Tatton Farm(LB009)) would be severed from the rest of the HLCA. Although this area is outside the designated LOHI, it is part of the defined HLCA. This area would potentially be more vulnerable to development pressures, with the new motorway being perceived as the southern limit of development within this part of the Gwent Levels. However, the land around Tatton Farm forms part of the ecological mitigation land required as part of the Scheme and this should ensure protection against development. Additionally it forms part of the setting of the Grade II listed farmhouse.

**Table A3 - Assessment of Direct, Physical Impacts on HLCA 002
 Christchurch/Nash/Whitson Back-Fen**

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 002 – Christchurch/Nash/Whitson Back-Fen					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area							
Development: M4 Corridor around Newport							
Absolute Impact (Loss of Area): 17.69 ha. of 172.83 ha., 10.2%		Magnitude & Score: Slight – 2					
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores							
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect			
Loss of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands 5-14%	C – 2	Slight – 2	High – field pattern is key element of historic landscape – 5	Moderately Reduced – 3			
Loss of and severance of historic green lane east of Llanwern reed beds	C – 2	Very Slight – 1	Medium – the green lanes and the pre- enclosure reens are important in terms of understanding and appreciating how the historic landscape developed – 3	Very Slightly Reduced – 1			
Loss of and severance of Decoypool Lane	C – 2	Very Slight – 1	Medium – the green lanes and the pre- enclosure reens are important in terms of understanding and appreciating how the historic landscape developed – 3	Very Slightly Reduced – 1			

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 002 – Christchurch/Nash/Whitson Back-Fen		
Culverting of section of historic raised channel of Monks Ditch	C – 2	Very Slight – 1	Slight – raised channel is important but at this location is within Llanwern site and not accessible – 2	Very Slightly Reduced – 1
Notes				
All permanent loss of land within this HLCA is outside the boundary of the LOHI. In addition to the 17.69 ha. of land permanently lost to the new section of motorway, a further 1.17 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.				
Compiled by: Mick Rawlings		Date: 05/02/16		

Table A4 - Overall Magnitude of Direct Physical Impacts on HLCA 002 Christchurch/Nash/Whitson Back-Fen

Score	Grading
$((2 + 2 + 5 + 3) + (2 + 1 + 3 + 1) + (2 + 1 + 3 + 1) + (2 + 1 + 2 + 1)) \div 4 = 8 + 2 = 10$	Moderate

Thus the absolute direct physical impact on this HLCA is Slight whilst the relative direct physical impact is Moderate.

HLCA 008 – Northern Redwick (Figures 6, 7)

This HLCA comprises an area that was enclosed and drained during the medieval period. It is a lower-lying part of the Levels characterised by its uniformity and regular field boundary pattern. The few lanes are straight and there is very little settlement.

In the western part of the HLCA is Grangefield, where the earthworks of Tintern Abbey's grange farm are present adjacent to the more recent farm building. These earthworks are now a Scheduled Monument (SM008). This part of the HLCA has survived quite well and is in better condition than most of the remaining parts of the HLCA, where field boundaries have been lost to modern farming.

Survey associated with the new section of motorway has identified a small moated enclosure at the junction of North Row and Rush Wall (west of Tonew Kennels, formerly Greenmoor Farm). Further to the east is a historic trackway known as Longlands Lane that provides access to Redwick. There are no listed buildings within this HLCA.

Only a small part of the new section of motorway is within this HLCA, all of which is wholly within the designated LOHI. The North Row/Middle Road Diversion Reen Bridge crosses the small moated enclosure at the junction of North Row and Rush Wall and would largely destroy this feature.

Table A5 - Assessment of Direct, Physical Impacts on HLCA 008 Northern Redwick

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 008 – Northern Redwick					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area							
Development: M4 Corridor around Newport							
Absolute Impact (Loss of Area): 0.39 ha. of 258.4 ha., 0.15%		Magnitude & Score: Very Slight – 1					
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores							
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect			
Loss of small moated enclosure at the junction of North Row and Rush Wall	B – 3	Very Severe – 6	High – moated enclosure is key element of historic landscape – 5	Slightly Reduced - 2			
Notes All of the land within this HLCA that would physically impacted by the new section of motorway is within the LOHI.							
Compiled by: Mick Rawlings		Date: 05/02/16					

**Table A6 - Overall Magnitude of Direct Physical Impacts on HLCA 008
Northern Redwick**

Score	Grading
$((3 + 6 + 5 + 2) \div 1) = 16 + 1 = 17$	Considerable

Thus the absolute direct physical impact on this HLCA is Very Slight whilst the relative direct physical impact is Considerable.

HLCA 009 – Green Moor (Figures 8, 9)

This HLCA contains a framework of major reens and lanes that were in place by the mid-16th century, although the current field pattern is predominantly of post-medieval date. Land now to the north of the railway was the earliest part to be enclosed, whilst Green Moor proper remained as an area of common pasture until the mid-19th century, when it was finally enclosed.

This is the lowest area of back-fen in the Gwent Levels, with the part north of the railway extending right to the fen edge. There is a strong wetland character in some parts of the HLCA, with land south of Magor being specifically managed in order to preserve areas of fen carr vegetation and rich meadow.

There are no Scheduled Monuments or listed buildings within this HLCA. The south-western boundary is formed by Elver Pill Reen. This is a historic feature that may have been one of the early estate boundaries within the Levels.

There are visible drainage features in the form of grips in the fields east of Elver Pill Reen, but not so much in the area north of the Rush Wall Track or on the back-fens of Wilcrick Moor.

Within this HLCA and to the north of the A4180 road is the Gwent Euro Park. Archaeological work here in advance of the construction of a distribution warehouse found the substantial part of a Roman boat along with other structural remains, possibly associated with the crossing of a tidal channel. Just to the north of here, at Greenmoor Arch, the remains of Iron Age buildings were located and examined.

The new section of motorway passes to the east of the small settlement at Llandevenny, just to the south of the railway which forms the boundary of the HLCA in this area. There are several historic buildings in this settlement, one of which (Pool House) is on the 'local list' maintained by Newport City Council (although as Llandevenny is no longer within the City boundary – it is now in Monmouthshire - this designation is unlikely to be recognised). There are also two hexagonal pillboxes of Second World War date here. Archaeological investigation in the land just to the east of the settlement has found evidence of settlement enclosures, probably Roman in date, also worked flints of Mesolithic and early Neolithic date.

The new section of motorway passes through the middle of this HLCA. In the western part, the new section of motorway is just within the boundary of the LOHI, whereas in the eastern part (in the vicinity of Green Moor Farm and the Rush Wall Track), it is outside the LOHI. There are no direct effects on the fence-edge part of the HLCA as this is all to the north of the railway (and outside the LOHI). The new section of motorway crosses Elver Pill Reen and also the trackway known as Middle Road.

Immediately south of the railway is Barecroft House. This is a stone-built two-storey cottage of unknown date, certainly present on the 1st edition Ordnance Survey mapping of c. 1880. This cottage would be demolished.

Table A7 - Assessment of Direct, Physical Impacts on HLCA 009 Green Moor

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 009 – Green Moor					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area							
Development: M4 Corridor around Newport							
Absolute Impact (Loss of Area): 46.58 ha. of 475.22 ha., 9.8%	Magnitude & Score: Slight – 2						
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores							
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect			
Loss of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands 5-14%	C – 2	Slight – 2	High – field pattern is key element of historic landscape – 5	Moderately Reduced – 3			
Culverting of section of historic Elver Pill Reen	C - 2	Very Slight – 1	Medium – this is an important reen but where crossed it is within the Llanwern reed beds and not accessible – 3	Very Slightly Reduced – 1			
Loss of and severance of historic green lane adjacent to Middle Road Reen	C – 2	Very Slight – 1	Medium – the green lanes and the pre-enclosure reens are important in terms of understanding and appreciating how the historic landscape developed – 3	Slightly Reduced – 2			

Historic Landscape Area: Gwent Levels			Historic Landscape Character Area: 009 – Green Moor	
Loss of Barecroft House	C – 2	Very Severe – 6	Medium – the settlement pattern is important in terms of understanding and appreciating how the historic landscape developed – 3	Slightly Reduced – 2
Notes				
Some of the land within this HLCA that would physically impacted by the new section of motorway is outside the LOHI. In addition to the 46.58 ha. of land permanently lost to the new section of motorway, a further 4.95 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.				
Compiled by: Mick Rawlings		Date: 05/02/16		

Table A8 - Overall Magnitude of Direct Physical Impacts on HLCA 009 Green Moor

Score	Grading
$((2 + 2 + 5 + 3) + (2 + 1 + 3 + 1) + (2 + 1 + 3 + 2) + (2 + 6 + 3 + 2)) \div 4 = 10 + 2 = 12$	Moderate

Thus the absolute direct physical impact on this HLCA is Slight whilst the relative direct physical impact is Moderate.

HLCA 015 – Eastern St Brides (Figures 10, 11)

This diverse HLCA demonstrates the development of the landscape over a considerable period of time. Higher coastal areas are likely to have been recolonised in the late 11th and 12th centuries (the initial draining having been during the Roman period), whilst the lower-lying inland areas were probably enclosed and drained in the 13th and 14th centuries.

The field pattern is generally irregular with small fields and sinuous roads. There are remnants of roadside waste and some dispersed settlement. The mid-19th century railway line cuts through the historic landscape in the northern part of the HLCA.

There are no Scheduled Monuments within the HLCA. The parish church of St Bridget at St Brides Wentlooge is a Grade II* listed building (LB024) whilst the former West Usk Lighthouse at the coastal edge is listed at Grade II. Other non-designated historic buildings are present including Fair Orchard Farm and White Cross Farm, both adjacent to Lighthouse Road. Recent investigations have identified a moated enclosure and a separate earthwork complex on either side of Lighthouse Road. Another complex of earthworks has been recorded to the north of New Dairy Farm.

The new section of motorway crosses the northern part of this HLCA and is almost wholly within the LOHI as it does so. The landtake for the new section of motorway is almost entirely made up of small irregular fields either side of Lighthouse Road, extending east to the River Ebbw and west to the railway. The works required for the Lighthouse Road Overbridge are quite close to Fair Orchard Farm and to the location of a former building known as The Pheasant (possibly a public house) just to the north of Fair Orchard Farm and on the west side of Lighthouse Road.

WTA 5 is placed directly on a former trackway shown on early Ordnance Survey maps and still quite visible on the ground here, west of Lighthouse Road. A green lane which was formerly the principal access to New Dairy Farm will be severed. The northern element of the New Dairy Farm Overbridge is partially within an area of earthworks that could represent a series of moated enclosures.

Table A9 - Assessment of Direct, Physical Impacts on HLCA 015 Eastern St Brides

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 015 – Eastern St Brides					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area							
Development: M4 Corridor around Newport							
Absolute Impact (Loss of Area): 24.81 ha. of 517.3 ha., 4.8%	Magnitude & Score: Slight - 2						
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores							
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect			
Loss of land enabling understanding and appreciation	C – 2	Slight – 2	High – field pattern is key element of historic	Moderately Reduced – 3			

Historic Landscape Area: Gwent Levels			Historic Landscape Character Area: 015 – Eastern St Brides	
of historic drainage and utilisation of former wetlands 5-14%			landscape – 5	
Loss of parts of earthwork complex north of New Dairy Farm	C – 2	Moderate – 3	Medium – the earthworks provide evidence of the past division and use of the landscape – 3	Slightly reduced – 2
Loss of part of green lane representing former principal access to New Dairy Farm	C – 2	Moderate – 3	Medium – the green lanes and the pre-enclosure reens are important in understanding and appreciating how the historic landscape developed – 3	Slightly reduced – 2
Loss of remnant of historic trackway west of Lighthouse Road	C – 2	Severe – 5	Medium – the green lanes and the pre-enclosure reens are important in understanding and appreciating how the historic landscape developed – 3	Slightly reduced – 2
Notes Almost all of the land within this HLCA that is physically impacted by the new section of motorway is within the designated LOHI. The only exception is a short section to the north of the railway (west of Fox Covert). In addition to the 24.81 ha. of land permanently lost to the new section of motorway, a further 6.4 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.				
Compiled by: Mick Rawlings		Date: 05/02/16		

**Table A10 - Overall Magnitude of Direct Physical Impacts on HLCA 015
Eastern St Brides**

Score	Grading
$((2 + 2 + 5 + 3) + (2 + 3 + 3 + 2) + (2 + 3 + 3 + 2) + (2 + 5 + 3 + 2)) \div 4 = 11 + 2 = 13$	Moderate

Thus the absolute direct physical impact on this HLCA is Slight whilst the relative direct physical impact is Moderate.

HLCA 020 – Marshfield/Coedkernew (Figures 12, 13)

This HLCA is an area of low-lying back-fen to the north of Percoed Reen – a major drainage feature potentially of Roman date which collects water from the uplands and channels it into the estuary via Broadway Reen. The landscape is broadly medieval in date and extends north to the fen-edge.

There are some areas of rectilinear fields, mostly in the eastern part of the HLCA. The landscape is quite open although there has been some recent planting of hedges.

The well-preserved connection of the fen-edge to the back-fen is considered to be important here, however that part to the north and east of Coedkernew has recently been lost through the construction of the Imperial Park business park. Another part within the east of the HLCA has been used for a large electricity substation and still more for residential development. To the west of Coedkernew the Parc Golf Club has been inserted into the historic landscape.

South of Berryhill Farm, the new section of motorway passes just to the north of this HLCA. The land within this HLCA that would be permanently lost to the new section of motorway is a short length east of Coedkernew and north of Percoed Reen and is almost entirely adjacent to or on top of a road constructed recently for the Imperial Park business park. There would be very little physical impact on any intact element of the historic landscape within the HLCA.

Table A11 - Assessment of Direct, Physical Impacts on HLCA 020 Marshfield/Coedkernew

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 020 – Marshfield/Coedkernew		
ASIDOHL2 Stage 2:		Assessment of Direct, Physical Impacts on Historic Character Area		
Development: M4 Corridor around Newport				
Absolute Impact (Loss of Area): 6.22 ha. of 240.43 ha., 2.5%		Magnitude & Score: Very Slight – 1		
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores				
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect
Loss of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands <4%	C – 2	Very Slight – 1	Medium - part of historic landscape but mainly in land already used for recent road construction – 3	Very Slightly Reduced – 1

Historic Landscape Area: Gwent Levels	Historic Landscape Character Area: 020 – Marshfield/Coedkernew
Notes	
Permanent loss of land within this HLCA is very limited and is almost all land that does not really contribute towards the understanding and perception of the historic landscape. In addition to the 6.03 ha. of land permanently lost to the new section of motorway, a further 15.27 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.	
Compiled by: Mick Rawlings	Date: 05/02/165

**Table A12 - Overall Magnitude of Direct Physical Impacts on HLCA 020
Marshfield/Coedkernew**

Score	Grading
$((2 + 1 + 3 + 1) \div 1) + 1 = 8$	Slight

Thus the absolute direct physical impact on this HLCA is Very Slight whilst the relative direct physical impact is Slight.

HLCA 021 – Maerdy (Figures 14, 15)

This HLCA is characterised by long, narrow rectilinear fields which are likely to be of medieval or possibly post-medieval date. The enclosure here was not documented so the actual date remains unknown. The railway line construction in the mid-19th century cuts through these long narrow fields.

Percoed Reen forms the northern boundary of the HLCA. Maerdy Farm, in the eastern end of the HLCA, may indicate the location of the Reeve's house during the medieval period and this could result from formal control of grazing on the open back-fen at this time.

There are no Scheduled Monuments or listed buildings in this HLCA.

The new section of motorway passes through the very eastern part of the HLCA, to the north of Maerdy Farm. Almost all of the historic field boundaries in this area have already been removed. That part to the east of Green Lane is actually outside the designated LOHI but within the HLCA.

The new section of motorway cuts across Green Lane, which is a historic route providing access to the coast from the higher ground to the north of the Levels. Just on the western side of Green Lane the construction of WTA4a could affect the site of a former building recorded on early Ordnance Survey maps as Pont-estyll. This may have been a small farmstead and was linked to Maerdy by a narrow trackway.

Table A13 - Assessment of Direct, Physical Impacts on HLCA 021 Maerdy

Historic Landscape Area: Gwent Levels		Historic Landscape Character Area: 021 – Maerdy					
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area							
Development: M4 Corridor around Newport							
Absolute Impact (Loss of Area): 11.16 ha. of 304.11 ha., 3.67%		Magnitude & Score: Very Slight – 1					
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores							
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect			
Loss of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands <4%	C – 2	Very Slight – 1	Medium – part of historic landscape but mainly in area of boundary loss – 3	Slightly Reduced – 2			
Loss of remnant of historic trackway (Green Lane)	C – 2	Severe – 5	Medium – the green lanes and the pre-enclosure reens are important in terms of	Slightly reduced - 2			

Historic Landscape Area: Gwent Levels			Historic Landscape Character Area: 021 – Maerdy	
			understanding and appreciating how the historic landscape developed – 3	
Notes				
At least 50% of permanent loss of land within this HLCA is within a single large field to the north of Maerdy from which all historic internal boundaries have already been removed. In addition to the 10.74 ha. of land permanently lost to the new section of motorway, a further 0.82 ha. of land would be required during construction. This would be returned to its former state at the end of the construction period.				
Compiled by: Mick Rawlings		Date: 05/02/16		

Table A14 - Overall Magnitude of Direct Physical Impacts on HLCA 021 Maerdy

Score	Grading
$((2 + 1 + 3 + 2) = (2 + 1 + 3 + 2) \div 2 = 8 + 1 = 9$	Moderate

Thus the absolute direct physical impact on this HLCA is Slight whilst the relative direct physical impact is Moderate.

Annex B – ASIDOHL2 Stage 3a: Indirect Physical Impacts

HLCA 001 – Nash/Goldcliff Coastal Zone (Figures 2, 3)

This HLCA is very diverse and has a complex of irregular field patterns along with sinuous lanes and dispersed settlement. The higher coastal parts were reclaimed by the late 11th / early 12th century, with lower-lying inland areas drained by the 13th / 14th century. The landscape has been subsequently modified through increased settlement and the enclosure of commons and roadside waste, but remains essentially in its medieval form. There is a strong association with the former Goldcliff Priory and it is possible that some of the reclamation here could have been the work of the monks based at the priory.

Some areas of former settlement have been abandoned but are still visible as earthworks, including a moated site adjacent to Chapel Lane in Goldcliff which is now a Scheduled Ancient Monument (SM007).

The major drainage features tend to follow natural courses, with the principal exception of Monks Ditch which is a raised watercourse carrying water from an upland stream. This is first documented in the 13th century and may well have been constructed by the monks of Goldcliff Priory.

There have been some changes to the landscape since designation but the only substantial one has been the establishment of a series of open water bodies just to the south of Goldcliff village. There has been a considerable amount of archaeological investigation but this has been focused on the intertidal zone at Goldcliff rather than in the back-fen area through which the new section of motorway passes.

The new section of motorway runs through two areas within this HLCA, both of which are located towards its northern boundary. The western one of the two areas is to the north-west of Pye Corner, whilst the eastern one is in the vicinity of the Grade II listed Tatton Farm. Whilst the new section of motorway would be located just outside the boundary of the LOHI, some works (principally the southern part of the realigned Nash Road and the Meadows Road WTA South) are within the designated historic landscape.

Key elements of this HLCA include the historic settlements at Nash, Goldcliff and Broadstreet Common. The church at Nash is a Grade I listed building (LB022) whilst the Church of St Mary Magdelene at Goldcliff is listed at Grade II and a stone cross within the churchyard is a Scheduled Monument. To the north of Goldcliff, a small moated earthwork site is also a Scheduled Monument (SM007), as is a group of Second World War concrete anti-tank cubes arranged across Goldcliff Pill. The house known as Great Newra, south of Broadstreet Common, is a Grade II listed building, as is the adjacent barn. Other Grade II listed buildings include Pye Corner Farm (LB006), Tatton Farm, Fair Orchard (LB007) and a barn close to the latter house (LB008). All of these are located close to Pye Corner.

Many of the fields within this HLCA contain visible evidence of surface drainage in the form of distinct ridges, possibly the result of post-medieval ploughing. This can be seen in the fields around Tatton Farm and also the ones to the north-west of Pye Corner (the two areas crossed by the new section of motorway) but is also common throughout the HLCA. Perpendicular drains are present at regular intervals within this drainage system.

To the east of Pye Corner is the site of a former Heavy Anti-Aircraft Battery of Second World War date which still contains the remains of a few buildings relating to that use of the site. To the north of here and on the other side of the road leading to Broadstreet Common, is the site of a post-war barracks, a former military installation later used for industrial research but derelict for many years. This is outside the HLCA. The new section of motorway crosses the northern part of the former barracks site, whilst the southern embankment for the Nash Road Overbridge would be constructed through the western part.

To the north-west of Pye Corner, in the field immediately north of the former Nash Baptist Chapel, is a series of concrete bases. These are possibly the remnants of tether points for barrage balloons that would have been placed here as part of the defensive system around Newport Docks during the Second World War. There are also hut bases at this location which are almost certainly associated with the tether points. There would be woodland planting within this field as part of the environmental mitigation required for the Scheme.

Following construction of the new section of motorway, the two parts of the HLCA to the north of the new section of motorway (around Tatton Farm and north-west of Pye Corner) would be severed from the rest of the HLCA. Although both of these areas are outside the designated LOHI, they are part of the defined HLCA. These areas would potentially be more vulnerable to development pressures, with the new section of motorway being perceived as the southern limit of development within this part of the Gwent Levels. However, the land around Tatton Farm forms part of the ecological mitigation land required as part of the Scheme and this should ensure protection against development. Additionally it forms part of the setting of the Grade II listed farmhouse. Other land that may historically have been part of the holding for Tatton Farm but would now be severed from it will no longer form part of its setting – the same would apply to Pye Corner Farm (LB006).

A green lane adjacent to Julian's Reen is the historic access route from Pye Corner and past Tatton Farm to the land further north. The reen appears to represent a fossilised watercourse, i.e. a natural drainage channel that predates the enclosure of the surrounding land. This reen and the green lane would be severed by the new section of motorway.

Table B1 - Indirect Physical Impacts on HLCA 001 Nash/Goldcliff Coastal Zone

Historic Landscape Area: Gwent Levels	HLCA 001: Nash/Goldcliff coastal zone			
ASIDOHL2 Stage 3a: Assessment of Indirect Physical Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Severance of historic landscape in two	A – 4	Considerable		

Historic Landscape Area: Gwent Levels	HLCA 001: Nash/Goldcliff coastal zone	
parts of the HLCA could lead to change in land management and/or increase in development pressure		- 4
Severance of historic landholdings that would represent elements of the setting of the Grade II listed Tatton Farm	B - 3	Moderate - 3
Severance of historic landholdings that would represent elements of the setting of the Grade II listed Pye Corner Farm	B - 3	Moderate - 3
Severance of historic green lane – could lead to loss of amenity value and increased possibility of erosion of other parts of green lane	C - 2	Considerable - 4
Average Score	$((4 + 4) + (3 + 3) + (3 + 3) + (2 + 4)) \div 4$	6.5
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 002 – Christchurch/Nash/Whitson Back-Fen (Figure 4)

This HLCA comprises an area where drainage was probably underway by the 14th century, although the present field boundaries are more likely to be post-medieval in date. This low-lying area of back-fen once extended to the fen-edge but its northern boundary is now formed by the southern edge of the Llanwern steelworks land.

The field pattern is principally rectilinear, with linear roads lined by pollarded willows and little roadside waste. The former commons adjacent to the fen edge were destroyed when the steelworks was constructed, along with two duck decoy ponds and the only two farms formerly present within this HLCA. Many of the fields within this HLCA have well-preserved grips that indicate the nature of the drainage system here.

The eastern boundary of the HLCA to the south of the electricity substation is represented by the raised channel of Monks Ditch, but further north this historic drainage is wholly within the HLCA.

There are no Scheduled Monuments or listed buildings within this HLCA. Survey associated with the new section of motorway has identified a complex of moated enclosures within the HLCA, to the east of Tatton Farm, and these may well be of medieval date. A second similar complex is also present within the HLCA, immediately to the north-east of Moor Barn Farm.

The new section of motorway runs through two areas in the northern part of this HLCA, both of which are actually outside the boundary of the LOHI. These are separated by a small part of the land within the boundary of the steelworks.

The new section of motorway crosses the northern end of a green lane aligned north-west/south east and also a second alignment of the same feature further to the east. Close to the point at which the on and off slips at the western side of the Glan Llyn Junction join the main carriageway, the new section of motorway crosses another green lane. This one is known as Decoypool Lane as it provided access to and from a duck decoy pond located further to the north.

The form of the development is almost entirely at odds with the historic landscape within the HLCA. The new motorway crosses the reclaimed wetlands in two places within the HLCA and in each location it severs the field pattern which provides a clear basis from which the reclamation and use of this landscape can be understood and appreciated. However, the land around Tatton Farm forms part of the ecological mitigation land required as part of the Scheme and this should ensure protection against development. Additionally it forms part of the setting of the Grade II listed farmhouse.

Table B2 - Indirect Physical Impacts on HLCA 002 Christchurch/Nash/Whitson Back-Fen

Historic Landscape Area: Gwent Levels	HLCA 002: Christchurch/Nash/Whitson Back-Fen			
ASIDOHL2 Stage 3a: Assessment of Indirect Physical Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Severance of historic landscape in two parts of the HLCA could lead to change in land management and/or increase in development pressure	A – 4	Considerable – 4		
Severance of historic green lanes – could lead to loss of amenity value and increased possibility of erosion of other parts of these green lanes	C – 2	Considerable – 4		
Average Score	$((4 + 4) + (2 + 4)) \div 2$	7		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 009: Green Moor (Figure 8)

This HLCA contains a framework of major reens and lanes that were in place by the mid-16th century, although the current field pattern is predominantly of post-medieval date. Land now to the north of the railway was the earliest part to be enclosed, whilst Green Moor proper remained as an area of common pasture until the mid-19th century when it was finally enclosed.

This is the lowest area of back-fen in the Gwent Levels, with the part north of the railway extending right to the fen edge. There is a strong wetland character in some parts of the HLCA, with land south of Magor being specifically managed in order to preserve areas of fen carr vegetation and rich meadow.

There are no Scheduled Monuments or listed buildings within this HLCA. The western boundary is formed by Elver Pill Reen. This is a historic feature that may have been one of the early estate boundaries within the Levels. Further to the east is a historic trackway known as Longlands Lane that provides access to Redwick.

There are visible drainage features in the form of grips in the fields east of Elver Pill Reen, but not so much in the area north of the Rush Wall Track or on the back-fens of Wilcrick Moor.

Within this HLCA and to the north of the A4180 road is the Gwent Euro Park. Archaeological work here in advance of the construction of a distribution warehouse found the substantial part of a Roman boat along with other structural remains, possibly associated with the crossing of a tidal channel. Just to the north of here, at Greenmoor Arch, the remains of Iron Age buildings were located and examined.

The new section of motorway passes to the east of the small settlement at Llandevenny, just to the south of the railway which forms the boundary of the HLCA in this area. There are several historic buildings in this settlement, one of which (Pool House) is on the 'local list' maintained by Newport City Council. There are also two hexagonal pillboxes of Second World War date here. Archaeological investigation in the land just to the east of the settlement has found evidence of settlement enclosures, probably Roman in date, also worked flints of Mesolithic and early Neolithic date.

The new section of motorway passes through the middle of this HLCA, just within the boundary of the LOHI. There are no direct effects on the fen-edge part of the HLCA as this is all to the north of the railway (and outside the LOHI). The new section of motorway crosses Elver Pill Reen and also the trackway known as Middle Road.

Although this is a large HLCA and the new section of motorway would not affect some areas within the northern and eastern parts of the HLCA, the part crossed by the new section of motorway is important as it represents remaining part of the drained wetlands in an area where much of this historic landscape has already been lost, mainly to industrial development.

The new section of motorway cuts the HLCA in half. The part to the north would be more vulnerable to development pressure, as the new section of motorway could be regarded as a definitive southern boundary to development. A green lane (Middle Road) would also be severed.

Table B3 - Indirect Physical Impacts on HLCA 009 Green Moor

Historic Landscape Area: Gwent Levels	HLCA 009: Green Moor			
ASIDOHL2 Stage 3a: Assessment of Indirect Physical Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Severance of historic landscape could lead to change in land management and/or increase in development pressure	A – 4	Considerable – 4		
Severance of historic green lane – could	C – 2	Considerable – 4		

lead to loss of amenity value and increased possibility of erosion of other parts of the green lane		
Average Score	$((4 + 4) + (2 + 4)) \div 2$	7
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 015: Eastern St Brides (Figure 10)

This diverse HLCA demonstrates the development of the landscape over a considerable period of time. Higher coastal areas are likely to have been recolonised in the late 11th and 12th centuries (the initial draining having been during the Roman period), whilst the lower-lying inland areas were probably enclosed and drained in the 13th and 14th centuries.

The field pattern is generally irregular with small fields and sinuous roads. There are remnants of roadside waste and some dispersed settlement. The mid-19th century railway line cuts through the historic landscape in the northern part of the HLCA.

There are no Scheduled Monuments within the HLCA. The parish church of St Bridget at St Brides Wentlooge is a Grade II* listed building (LB024), whilst the former West Usk Lighthouse at the coastal edge is listed at Grade II. Other non-designated historic buildings are present including Fair Orchard Farm and White Cross Farm, both adjacent to Lighthouse Road. Recent investigations have identified a moated enclosure and a separate earthwork complex on either side of Lighthouse Road. Another complex of earthworks has been recorded to the north of New Dairy Farm.

The new section of motorway crosses the northern part of this HLCA and is almost wholly within the LOHI as it does so. The land take for the new section of motorway is almost entirely made up of small irregular fields either side of Lighthouse Road, extending east to the River Ebbw and west to the railway. The works required for the Lighthouse Road Overbridge are quite close to Fair Orchard Farm and to the location of a former building known as The Pheasant (possibly a public house), just to the north of Fair Orchard Farm and on the west side of Lighthouse Road. WTA 5 is placed directly on a former trackway shown on early Ordnance Survey maps and still quite visible on the ground here.

The new section of motorway severs the HLCA. The part to the north would be more vulnerable to development pressure, as the new section of motorway could be regarded as a definitive southern boundary to development. A green lane (the former principal access to New Dairy Farm) would also be severed.

Table B4 - Indirect Physical Impacts on HLCA 015 Eastern St Brides

Historic Landscape Area: Gwent Levels	HLCA 015: Eastern St Brides			
ASIDOHL2 Stage 3a: Assessment of Indirect Physical Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category &	Magnitude & Score		

Historic Landscape Area: Gwent Levels	HLCA 015: Eastern St Brides	
	Score	
Severance of historic landscape could lead to change in land management and/or increase in development pressure	A – 4	Considerable – 4
Severance of historic green lane – could lead to loss of amenity value and increased possibility of erosion of other parts of the green lane	C – 2	Considerable – 4
Average Score	$((4 + 4) + (2 + 4)) \div 2$	7
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 020: Marshfield/Coedkernew (Figure 12)

Although this HLCA would be severed, the part to the east of the new section of motorway is already either developed or allocated for development, so there would be no indirect physical impacts resulting from the Scheme with regard to this HLCA. There would be some loss of the historic trackway (Percoed Lane) adjacent to Percoed Reen but a bridge over the new section of motorway here would maintain the physical link thus there would be no erosion of the historic route outside the footprint of the Scheme.

HLCA 021: Maerdy (Figure 14)

This HLCA is characterised by long, narrow rectilinear fields which are likely to be of medieval or possibly post-medieval date. The enclosure here was not documented so the actual date remains unknown. The railway line construction in the mid-19th century cuts through these long narrow fields.

Percoed Reen forms the northern boundary of the HLCA. Maerdy Farm, in the eastern end of the HLCA, may indicate the location of the Reeve's house during the medieval period and this could result from formal control of grazing on the open back-fen at this time.

There are no Scheduled Monuments or listed buildings in this HLCA.

The new section of motorway passes through the very eastern part of the HLCA, to the north of Maerdy Farm. Almost all of the historic field boundaries in this area have already been removed. That part to the east of Green Lane is actually outside the designated LOHI but within the HLCA.

The new section of motorway cuts across Green Lane, which is a historic route providing access to the coast from the higher ground to the north of the Levels. That part of Green Lane north of the railway as far as Percoed Reen will be lost. Just on the western side of Green Lane, the construction of WTA4a could affect the site of a former building recorded on early Ordnance Survey maps as Pont-estyll. This may have been a small farmstead and was linked to Maerdy by a narrow trackway.

The new section of motorway severs the HLCA. The small part remaining to the north would be more vulnerable to development pressure, as the new section of motorway could be regarded as a definitive southern boundary to development. The small triangle of land east of Green Lane, north of the railway and south of the new section of motorway is the proposed location of an electricity substation required for the overhead electrification of the railway.

Table B5 - Indirect Physical Impacts on HLCA 021 Maerdy

Historic Landscape Area: Gwent Levels	HLCA 021: Maerdy			
ASIDOHL2 Stage 3b: Assessment of Indirect Physical Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Severance of historic landscape could lead to change in land management and/or increase in development pressure	A – 4	Slight – 2		
Severance of historic green lane – could lead to loss of amenity value and increased possibility of erosion of other parts of the green lane	C – 2	Considerable – 4		
Average Score	$((4 + 2) + (2 + 4)) \div 2$	6		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

Annex C - ASIDOHL2 Stage 3b: Indirect (Non-physical) Visual Impacts

HLCA 001 – Nash/Goldcliff Coastal Zone (Figure 2)

This HLCA is very diverse and has a complex of irregular field patterns along with sinuous lanes and dispersed settlement. The higher coastal parts were reclaimed by the late 11th/early 12th century, with lower-lying inland areas drained by the 13th/14th century. The landscape has been subsequently modified through increased settlement and the enclosure of commons and roadside waste, but remains essentially in its medieval form. There is a strong association with the former Goldcliff Priory and it is possible that some of the reclamation here could have been the work of the monks based at the priory.

Some areas of former settlement have been abandoned but are still visible as earthworks, including a moated site adjacent to Chapel Lane in Goldcliff which is now a Scheduled Ancient Monument.

The major drainage features tend to follow natural courses, with the principal exception of Monks Ditch, which is a raised watercourse carrying water from an upland stream. This is first documented in the 13th century and may well have been constructed by the monks of Goldcliff Priory.

There have been some changes to the landscape since designation but the only substantial one has been the establishment of a series of open water bodies just to the south of Goldcliff village. There has been a considerable amount of archaeological investigation but this has been focused on the intertidal zone at Goldcliff rather than in the back-fen area through which the new section of motorway passes.

The new section of motorway runs through two areas within this HLCA, both of which are located towards its northern boundary. The western one of the two areas is to the north-west of Pye Corner, whilst the eastern one is in the vicinity of the Grade II listed Tatton Farm. Whilst the new motorway would be located just outside the boundary of the LOHI, some works (principally the southern part of the realigned Nash Road) are within the designated historic landscape.

Key elements of this HLCA include the historic settlements at Nash, Goldcliff and Broadstreet Common. The church at Nash is a Grade I listed building (LB022) whilst the Church of St Mary Magdalene at Goldcliff is listed at Grade II and a stone cross within the churchyard is a Scheduled Monument. East of Goldcliff village is the Grade II listed Samson Court, a house of probable 17th century origin rebuilt in the late 18th or early 19th century and modernised in the later 19th century.

To the north of Goldcliff, a small moated earthwork site is also a Scheduled Monument (SM007), as is a group of Second World War concrete anti-tank cubes arranged across Goldcliff Pill. The house known as Great Newra south of Broadstreet Common is a Grade II listed building, as is the adjacent barn. Other Grade II listed buildings include Pye Corner Farm (LB006), Tatton Farm, Fair Orchard (LB007) and a barn close to the latter house (LB008), all of these are located close to Pye Corner.

Many of the fields within this HLCA contain visible evidence of surface drainage in the form of distinct ridges, possibly the result of post-medieval ploughing. This can be seen in the fields around Tatton Farm and also the ones to the north-west of Pye Corner (the two areas crossed by the new section of motorway) but is also common throughout the HLCA. Perpendicular drains are present at regular intervals within this drainage system.

To the east of Pye Corner is the site of a former Heavy Anti-Aircraft Battery of Second World War date which still contains the remains of a few buildings relating to that use of the site. To the north of here and on the other side of the road leading to Broadstreet Common is the site of a post-war barracks, a former military installation later used for industrial research but derelict for many years. The new motorway crosses the northern part of the former barracks site, whilst the southern embankment for the Nash Road Overbridge would be constructed through the western part.

To the north-west of Pye Corner, in the field immediately north of the former Nash Baptist Chapel, is a series of concrete bases. These are possibly the remnants of tether points for barrage balloons that would have been placed here as part of the defensive system around Newport Docks during the Second World War. There are also hut bases at this location which are almost certainly associated with the tether points.

Following construction of the new section of motorway, the two parts of the HLCA to the north of the new motorway (around Tatton Farm and north-west of Pye Corner) would be severed from the rest of the HLCA. Although both of these areas are outside the designated LOHI, they are part of the defined HLCA. These areas would potentially be more vulnerable to development pressures, with the new motorway being perceived as the southern limit of development within this part of the Gwent Levels. However the land around Tatton Farm forms part of the ecological mitigation land required as part of the Scheme and this should ensure protection against development. Additionally it forms part of the setting of the Grade II listed farmhouse.

A green lane adjacent to Julian's Reen is the historic access route from Pye Corner and past Tatton Farm to the land further north. The reen appears to represent a fossilised watercourse, i.e. a natural drainage channel that predates the enclosure of the surrounding land. This reen and the green lane would be realigned by the new section of motorway.

The new section of motorway would not be visible from the ground level at the Grade I listed church at Nash (LB022) due to the presence of mature vegetation around the perimeter of the churchyard. The main elements of the new section of motorway to the north of the church are approximately 1.6 km from here, whilst the new Usk Bridge would be approximately 2.7 km to the north-west of the church. There may be views from the south-east of the church in which the Usk Bridge is visible behind the church spire, however these views would also include existing substantial industrial structures along the eastern bank of the river.

The new section of motorway would not be visible from the ground level at the Grade II listed Church of Mary Magdalen at Goldcliff due to the presence of mature vegetation around the perimeter of the churchyard. The main elements of the new section of motorway to the north of the church are approximately 2.6 km from here, whilst the new Usk Bridge would be approximately 4.8 km to the north-west of the church. There are no views from the south-east of the church in

which the Usk Bridge would be visible behind the church tower, as the current mature vegetation within the settlement means that the tower itself is not visible in any such views. There would be no effect on the setting of the stone cross in the churchyard here (which is a Scheduled Monument), as this is to the south of the church. Similarly, there would be no change to the setting of the group of concrete anti-tank cubes at Goldcliff Pill (also a Scheduled Monument) nor to the setting of the Grade II listed Samson Court.

The Scheduled moated site at Goldcliff (SM007) is approximately 2 km south of the new section of motorway, of which the most visible elements would be the elevated overbridges at the Glan Llyn Junction. However the current view in this direction from the monument includes the bund around the perimeter of the steelworks and the retained structures within the steelworks, some of which are considerably taller than any of the elements of the new section of motorway. The more important elements within the setting of the monument are the adjacent pasture land and also the sinuous Chapel Road. These provide context that help to place the moated site within its wetland landscape.

The Grade II listed buildings of Great Newra and the adjacent barn are approximately 1.2 km south of the new section of motorway. Any view towards the new section of motorway would be across the existing settlement elements along Broadstreet Common and within a current view in this direction that includes the bund around the perimeter of the steelworks and the retained structures within the steelworks, some of which are considerably taller than any of the elements of the new section of motorway. The more important elements within the setting of these listed buildings are the other farm buildings (some of very recent date) and also the adjacent pasture land. These provide context that help to place the farmstead within the enclosed wetland landscape.

The new motorway would be located approximately 0.1 km to the north of the Grade II listed Pye Corner Farm (LB006), whilst the diverted local road link leading to the Nash Road Overbridge would be a similar distance to the east. The motorway would be on embankment here therefore traffic would be clearly visible and also audible. The new section of motorway also removes part of the only field now adjacent to Pye Corner Farm thus further degrading the relationship between the former farm and the farmland which it was once associated with.

At the Grade II listed Tatton Farm (disused and in a poor state of repair), the new motorway will be approximately 0.15 km to the southeast of the farm at its closest point. The motorway will be on embankment here there traffic will be clearly visible and clearly audible. The new section of motorway also severs the historic access route to the farm (adjacent to Julian's Reen) as well as the later access across the fields to the south. A new access would be established from the west, however this would result in a new linear feature at odds with the historic landscape. The new section of motorway also removes elements of the historic fields to the south of the farm and also severs the visual link between the farm and the fields that would remain to the south of the new motorway. These fields all provide context to the farm and thus this relationship would be lost. However the establishment of the other fields around Tatton Farm as part of the ecological mitigation land required in connection with the new section of motorway means that this part of the setting of the former farm has a greater level of protection against inappropriate development. It is possible that following construction of the new section of motorway, the former farm can be marketed with a view to repair and reuse. Its current state is quite poor but once the uncertainty

regarding the new section of motorway has been addressed it would be more marketable.

The new motorway would be located approximately 0.45 km to the north of Fair Orchard and the adjacent barn, both of which are listed at Grade II (LB007; LB008). The house and barn are set within a reasonably well-planted garden with perimeter vegetation and it is unlikely that the motorway would be seen or heard from these buildings, or visible in any view towards the buildings. The realignment of the local road (Meadows Road) commences just adjacent to Fair Orchard, but this would not greatly affect the setting of the listed buildings here, nor would the construction and operation of the Meadows Road South WTA.

The new section of motorway would have very little effect on the setting of the former Second World War Anti-Aircraft Battery at Pye Corner. The new section of motorway would be almost 0.3 km away and well-screened behind the trees that are present around the perimeter of the former battery.

The setting of the former barrage balloon site of Second World War date at Pye Corner would be affected as a result of woodland planting at this location. This effect is covered in Annex A of this report.

The form of the development is almost entirely at odds with the historic landscape within the HLCA. The new motorway crosses the reclaimed wetlands in two places within the HLCA and in each location it severs the field pattern which provides a clear basis from which the reclamation and use of this landscape can be understood and appreciated. The construction of two water treatment areas would result in the establishment of medium-large water bodies in a historic landscape where these types of features are largely out of character (although there were several duck decoy ponds in the back-fen that were subsequently lost to the construction of the steelworks). The traffic flows would introduce an element of movement not currently present on such a scale within the HLCA.

The appearance of the development is similarly out of character with the historic landscape. The only embankments currently present within the historic landscape are those that are intimately connected with the development of that landscape – raised channels carrying upland streams to the coast and also the main sea-wall. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape, but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Although this is a large HLCA and the new section of motorway would not affect some areas within the southern part of the HLCA, the northern part crossed by the new section of motorway is important as it represents the remaining part of the drained wetlands in an area where much of this historic landscape has already been lost, mainly to industrial development.

The table below shows the indirect (non-physical) visual impacts. Where the impact resulting from the new section of motorway is likely to result in no change to the setting of an element of the historic landscape, this is allocated a Magnitude of None and a Score of 0.

**Table C1 - Indirect (Non-physical) Visual Impacts on HLCA 001
 Nash/Goldcliff Coastal Zone**

Historic Landscape Area: Gwent Levels	HLCA 001: Nash/Goldcliff coastal zone			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Very slight change to setting of church at Nash – Grade I listed building	A – 4	Very Slight – 1		
No change to setting of Church of St Mary Magdalene at Goldcliff – Grade II listed building	B – 3	None – 0		
No change to setting of stone cross in churchyard of Church of St Mary Magdalene at Goldcliff – Scheduled Monument	A – 4	None – 0		
No change to setting of Samson Court at Goldcliff – Grade II listed building	B – 3	None – 0		
Very slight change to setting of moated site at Goldcliff – Scheduled Monument	A – 4	Very Slight – 1		
No change to setting of group of Second World War concrete anti-tank cubes arranged across Goldcliff Pill – Scheduled Monument	A – 4	None – 0		
Very slight change to setting of house known as Great Newra – Grade II listed building	B – 3	Very Slight – 1		
Very slight change to setting of barn adjacent to house known as Great Newra – Grade II listed building	B – 3	Very Slight – 1		
Considerable change to setting of Pye Corner Farm – Grade II listed building	B – 3	Considerable – 4		
Severe change to setting of Tatton Farm – Grade II listed building	B – 3	Severe – 5		
Very slight change to setting of Fair Orchard – Grade II listed building	B – 3	Very Slight – 1		
Very slight change to setting of barn adjacent to Fair Orchard – Grade II listed building	B – 3	Very Slight – 1		
Considerable change to setting of former barrage balloon tether points of Second World War date at Pye Corner.	C - 2	Considerable - 4		
Very slight change to setting of former Heavy Anti-Aircraft Battery of Second World War date at Pye Corner	C – 2	Very Slight – 1		
Considerable change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Considerable – 4		
Development form	3.2	Very Severe – 6		

Historic Landscape Area: Gwent Levels	HLCA 001: Nash/Goldcliff coastal zone	
Development appearance	3.2	Very Severe – 6
Average Score		5.32
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 002 – Christchurch/Nash/Whitson Back-Fen (Figure 4)

This HLCA comprises an area where drainage was probably underway by the 14th century, although the present field boundaries are more likely to be post-medieval in date. This low-lying area of back-fen once extended to the fen-edge but its northern boundary is now formed by the southern edge of the Llanwern steelworks land.

The field pattern is principally rectilinear, with linear roads lined by pollarded willows and little roadside waste. The former commons adjacent to the fen edge were destroyed when the steelworks was constructed, along with two duck decoy ponds and the only two farms formerly present within this HLCA. Many of the fields within this HLCA have well-preserved grips that indicate the nature of the drainage system here.

The eastern boundary of the HLCA to the south of the electricity substation is represented by the raised channel of Monks Ditch, but further north this historic drainage is wholly within the HLCA.

There are no Scheduled Monuments or listed buildings within this HLCA. Survey associated with the new section of motorway has identified a complex of moated enclosures within the HLCA, to the east of Tatton Farm, and these may well be of medieval date. A second similar complex is also present within the HLCA, immediately to the north-east of Moor Barn Farm.

The new section of motorway runs through two areas in the northern part of this HLCA, both of which are actually outside the boundary of the LOHI. These are separated by a small part of the land within the boundary of the steelworks.

The new section of motorway is located just to the south of the complex of moated enclosures located east of Tatton Farm. It crosses the northern end of a green lane aligned north-west/south east and also a second alignment of the same feature further to the east.

Close to the point at which the on and off slips at the western side of the Glan Llyn Junction join the main carriageway, the new section of motorway crosses another green lane. This one is known as Decoypool Lane as it provided access to and from a duck decoy pond located further to the north. The eastern part of this junction crosses over the historic raised channel known as Monks Ditch.

The form of the development is almost entirely at odds with the historic landscape within the HLCA. The new motorway crosses the reclaimed wetlands in two places within the HLCA and in each location it severs the field pattern which provides a clear basis from which the reclamation and use of this landscape can be understood and appreciated. The construction of a water treatment area and associated reed bed would result in the establishment of a medium-large water body in a historic landscape where these types of features are out of character, albeit that there are some lagoons here associated with the steelworks. The traffic flows would introduce an element of movement not currently present on such a scale within the HLCA. The elevated roundabout at the Glan Llyn Junction is just outside the HLCA but would be very visible from locations with it.

The appearance of the development is wholly out of character with the historic landscape. The only embankments currently present within the historic landscape are those that are intimately connected with the development of that landscape; raised channels carrying upland streams to the coast and also the main sea-wall and also the bund around the edge of the former steelworks. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C2 - Indirect (Non-physical) Visual Impacts on HLCA 002 Christchurch/Nash/Whitson Back-Fen

Historic Landscape Area: Gwent Levels	HLCA 002: Christchurch/Nash/Whitson Back-Fen			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Severe change to setting of complex of moated enclosures to east of Tatton Farm	C – 2	Severe – 5		
Considerable change to setting of moated enclosures to north-east of Moor Barn Farm	C – 2	Considerable – 4		
Considerable change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Considerable – 4		
Development form	2.66	Very Severe – 6		
Development appearance	2.66	Very Severe – 6		
Average Score		7.66		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 003: Whitson (Figure 16)

This HLCA comprises a planned landscape with a linear settlement along a 'street common' and narrow rectangular fields to the east. The western boundary is defined by a metalled road and by Monks Ditch and the southern boundary largely represented by a green lane alongside Parish Reen.

This is most likely to be of 12th – 14th century date and is a planned settlement. The farms and other properties were originally all on the east side of the main street, set back on the edge of the common. This common was enclosed in the mid-19th century so that the property boundaries now extend to the road.

Although there has been some field boundary loss in the modern period, areas of grips are still well-preserved. There has been some planting of trees to the north in order to screen views of the steelworks and associated ash dumps.

Whitson Court is a Grade II* listed country house of early 19th century date (LB026). There may have been some input into the design of the house from John Nash. In the early 20th century, the house was used as a convent and then as a Christian college but it is now back in private ownership. The principal façade of the house faces west towards Broadstreet Common.

To the south of Whitson Court is Whitson Lodge, a Grade II listed picturesque building of early to mid-19th century date. Further south again is the Grade II listed Whitson Farm. This probably originated as a house of 17th century date which was rebuilt in the late 18th or early 19th century and modernised again in the late 19th century. There are no Scheduled Monuments within this HLCA.

The new section of motorway passes to the north of this HLCA, with the southern boundary of the new section of motorway actually running along the northern edge of the HLCA in one area. At this location, the earth bund around the steelworks is immediately to the north of the HLCA and the built elements of the new section of motorway would be on the other side of the bund.

Elevated components of the new section of motorway would be visible from within the HLCA, including gantries and lighting. The elevated roundabout at the Glan Llyn Junction would be approximately 1 km north of the Grade II* listed Whitson Court (LB026). However, the view in that direction is fairly well-screened by vegetation and currently includes the large electrical substation as well as the earth bund around the steelworks. The new section of motorway would be audible from this location.

The form of the development is almost entirely at odds with the historic landscape within this HLCA. However, the new motorway is placed here within a part of the historic landscape that has already been greatly affected by modern development in the form of the steelworks (and its encompassing earth bund) and also the large substation. The traffic flows would introduce an element of movement not currently present on such a scale directly adjacent to the HLCA. The elevated roundabout at the Glan Llyn Junction is not far from the edge of the HLCA but would be very visible from locations with it.

The appearance of the development is wholly out of character with the historic landscape, although much of it is hidden behind an existing earth bund as it passes this HLCA. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the

landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C3 - Indirect (Non-physical) Visual Impacts on HLCA 003 Whitson

Historic Landscape Area: Gwent Levels	HLCA 003: Whitson			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Very slight change to setting of Grade II* listed Whitson Court	A – 4	Very Slight – 1		
Very slight change to setting of Grade II listed Whitson Lodge	B – 3	Very Slight – 1		
Very slight change to setting of Grade II listed Whitson Farm	B – 3	Very Slight – 1		
Moderate change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Moderate – 3		
Development form	3.5	Slight – 2		
Development appearance	3.5	Slight – 2		
Average Score		5.17		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 004: Porton (Figure 17)

This HLCA comprises an area that is likely to have been laid out in a single episode of planned reclamation. Rectangular fields are set within a road grid of green lanes. The sea wall has been placed across the planned landscape, resulting in the fields adjacent to the sea wall being triangular.

The hamlet of Porton retains buildings of 17th – 18th century date but the planned landscape is likely to be medieval and the settlement of Porton is documented from the 13th century onwards.

The field boundaries are reasonably intact in their original planned form, although there has been some loss in the northern part of the HLCA.

Whitson Church is within this HLCA and is a Grade II* listed building (LB027) with much surviving medieval fabric including a Norman doorway to the nave. To the south of the church is the Grade II listed Little Porton Cottage, probably of 18th century date. The adjacent byre is also a Grade II listed building.

The new section of motorway is to the north of this HLCA and at its closest would be approximately 1 km from it. Views in this direction from the HLCA are

predominantly of the steelworks and the A4810 road, which is approximately 0.4 km beyond the new section of motorway at this point.

The Grade II* listed church at Whitson (LB027) is approximately 2.3 km from the boundary of the new section of motorway and there are no views from the churchyard in the direction of the new section of motorway due to the presence of mature trees around the perimeter of the churchyard. Similarly there are no views towards the new section of motorway from the Grade II listed Little Porton Cottage or from the Grade II listed byre adjacent to this cottage.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale. However the new motorway would be at least 1 km from any part of the HLCA.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does replicate that of the existing A4810 road and the boundary of the steelworks. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

The table below shows the indirect (non-physical) visual impacts. Where the impact resulting from the new section of motorway is likely to result in no change to the setting of an element of the historic landscape, this is allocated a Magnitude of None and a Score of 0.

Table C4 - Indirect (Non-physical) Visual Impacts on HLCA 004 Porton

Historic Landscape Area: Gwent Levels	HLCA 004: Porton			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
No change to setting of Grade II* listed church at Whitson	A – 4	None – 0		
No change to setting of Grade II listed Little Porton Cottage	B – 3	None – 0		
No change to setting of Grade II listed byre adjacent to Little Porton Cottage	B – 3	None – 0		
Considerable change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Slight – 2		
Development form	3.5	Slight – 2		
Development appearance	3.5	Slight – 2		
Average Score		4.5		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 006: Redwick/Magor/Undy (Figure 18)

This HLCA comprises a large area of land resulting from gradual enclosure and reclamation throughout the medieval period. It includes higher land in the coastal area and fen edge to the north. In some places, there are small irregular fields whilst in others the field pattern is more regular as a result of 19th century enclosure.

The sea wall cuts across the southern part of the historic landscape thereby creating a number of small triangular fields. The embanked Mill Reen passes through this landscape as well as other major reens.

Within this HLCA is Brick House, a Grade II listed former farmhouse of possibly 17th century date rebuilt in the late 18th century. This is located just to the north of Redwick village and is a three storey building that faces south onto the road. It is currently in use as a hotel.

At the eastern end of the HLCA, two of the best-preserved sections of a relict sea wall to the west of Collister Pill Reen comprise a single Scheduled Monument, although this is actually within the adjacent HLCA. This represents part of the drainage that enabled this part of the Gwent Levels to be reclaimed and may be of medieval date.

The new section of motorway would be approximately 0.8 km north of this HLCA at its closest point (north of Brick House). From Brick House itself the new section of motorway would be approximately 1.4 km to the north. Although the house faces south, there are clear views to the north from the upper floors. Currently these views take in the A4810 road and the large warehouses on the Gwent Euro Park just beyond the road.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale. However the new motorway would be at least 0.8 km from any part of the HLCA.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does replicate that of the existing A4810 road. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

**Table C5 - Indirect (Non-physical) Visual Impacts on HLCA 006
Redwick/Magor/Undy**

Historic Landscape Area: Gwent Levels	HLCA 006: Redwick/Magor/Undy			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Very slight change to setting of Grade	B – 3	Very Slight – 1		

Historic Landscape Area: Gwent Levels	HLCA 006: Redwick/Magor/Undy	
II listed Brick House		
Moderate change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Moderate – 3
Development form	3.5	Slight – 2
Development appearance	3.5	Slight – 2
Average Score		5.5
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 007: Redwick Broadmead (Figure 19)

This HLCA was formerly a large tract of meadow divided into strips, i.e. an open field typical of the medieval period in England but much less common in Wales. It remained largely unenclosed until the mid-19th century and was the communal meadow of Redwick village.

Following enclosure, the field pattern became one of large rectangular fields on either side of a very straight green lane (Mead Lane). There are medieval major drains on either side of the HLCA – Elver Pill Reen on the western side and Windmill Reen on the eastern side.

There are no listed buildings or Scheduled Monuments within this HLCA.

The new motorway would be approximately 0.95 km from the HLCA at its closest point. This is also the location of the North Row overbridge and this more elevated element of the new section of motorway would be visible from land within the HLCA.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale. However the new motorway would be at least 0.95 km from any part of the HLCA.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does closely follow that of the existing A4810 road. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C6 - Indirect (Non-physical) Visual Impacts on HLCA 007 Redwick Broadmead

Historic Landscape Area: Gwent Levels	HLCA 007: Redwick Broadmead			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Moderate change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Moderate – 3		
Development form	4	Slight – 2		
Development appearance	4	Slight – 2		
Average Score		6.33		
Notes				
Compiled by: Mick Rawlings	Date: 05/12/16			

HLCA 008: Northern Redwick (Figure 6)

This HLCA comprises an area that was enclosed and drained during the medieval period. It is a lower-lying part of the Levels characterised by its uniformity and regular field boundary pattern. The few lanes are straight and there is very little settlement.

In the western part of the HLCA is Grangefield, where the earthworks of Tintern Abbey's grange farm are present adjacent to the more recent farm building. These earthworks are now a Scheduled Monument (SM008). This part of the HLCA has survived quite well and is in better condition than most of the remaining parts of the HLCA, where field boundaries have been lost to modern farming.

Survey associated with the new section of motorway has identified a small moated enclosure at the junction of North Row and Rush Wall (west of Tonew Kennels, formerly Greenmoor Farm). Further to the east is a historic trackway known as Longlands Lane that provides access to Redwick. There are no listed buildings within this HLCA.

Only a small part of the new section of motorway is within this HLCA, all of which is wholly within the designated LOHI. The North Row/Middle Road Diversion Reen Bridge crosses the small moated enclosure at the junction of North Row and Rush Wall and would largely destroy this feature.

The new motorway would pass approximately 0.6 km to the north of the Scheduled Monument at Grangefield (SM008). Views in that direction from the monument are currently very restricted due to the mature trees adjacent to North Row. If there is any permeability in this vegetated stretch then the view would include the A4180 road and the remaining buildings within the steelworks.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does closely follow that of the existing A4810 road. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C7 - Indirect (Non-physical) Visual Impacts on HLCA 008 Northern Redwick

Historic Landscape Area: Gwent Levels	HLCA 008: Northern Redwick			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Moderate change to setting of earthworks representing remains of former grange farm – Scheduled Monument	A – 4	Moderate – 3		
Moderate change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Moderate – 3		
Development form	4	Moderate – 3		
Development appearance	4	Moderate – 3		
Average Score		7		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 009: Green Moor (Figure 8)

This HLCA contains a framework of major reens and lanes that were in place by the mid-16th century, although the current field pattern is predominantly of post-medieval date. Land now to the north of the railway was the earliest part to be enclosed, whilst Green Moor proper remained as an area of common pasture until the mid-19th century when it was finally enclosed.

This is the lowest area of back-fen in the Gwent Levels, with the part north of the railway extending right to the fen edge. There is a strong wetland character in some parts of the HLCA, with land south of Magor being specifically managed in order to preserve areas of fen carr vegetation and rich meadow.

There are no Scheduled Monuments or listed buildings within this HLCA. The western boundary is formed by Elver Pill Reen. This is a historic feature that may have been one of the early estate boundaries within the Levels. Further to the

east is a historic trackway known as Longlands Lane that provides access to Redwick.

There are visible drainage features in the form of grips in the fields east of Elver Pill Reen, but not so much in the area north of the Rush Wall Track or on the back-fens of Wilcrick Moor.

Within this HLCA and to the north of the A4180 road is the Gwent Euro Park. Archaeological work here in advance of the construction of a distribution warehouse found the substantial part of a Roman boat along with other structural remains, possibly associated with the crossing of a tidal channel. Just to the north of here, at Greenmoor Arch, the remains of Iron Age buildings were located and examined.

The new section of motorway passes to the east of the small settlement at Llandevenny, just to the south of the railway which forms the boundary of the HLCA in this area. There are several historic buildings in this settlement, one of which (Pool House) is on the 'local list' maintained by Newport City Council (although Llandevenny is now in Monmouthshire). There are also two hexagonal pillboxes of Second World War date here. Archaeological investigation in the land just to the east of the settlement has found evidence of settlement enclosures, probably Roman in date, also worked flints of Mesolithic and early Neolithic date.

The new section of motorway passes through the middle of this HLCA, just within the boundary of the LOHI. There are no direct effects on the fen-edge part of the HLCA as this is all to the north of the railway (and outside the LOHI). The new section of motorway crosses Elver Pill Reen and also the trackway known as Middle Road.

Although this is a large HLCA and the new section of motorway would not affect some areas within the northern and eastern parts of the HLCA, the part crossed by the new section of motorway is important as it represents remaining part of the drained wetlands in an area where much of this historic landscape has already been lost, mainly to industrial development.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does closely follow that of the existing A4810 road. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C8 - Indirect (Non-physical) Visual Impacts on HLCA 009 Green Moor

Historic Landscape Area: Gwent Levels	HLCA 009: Green Moor			
ASIDOHL2 Stage 3b:				
Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		

Very slight change to setting of locally listed building at Llandevenny	C – 2	Very Slight – 1
Very slight change to setting of two WW2 pillboxes at Llandevenny	C – 2	Very Slight – 1
Severe change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Severe – 5
Development form	2.66	Very Severe – 6
Development appearance	2.66	Very Severe – 6
Average Score		6.46
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 010: Magor Lower Grange (Figure 20)

This HLCA represents a block of land that is associated with the monks of Tintern Abbey. Permission was given to the abbey in the 13th century to enclose and drain this land. The outer boundaries of the HLCA were already established by that time. The roads to the east and south formerly had wide strips of roadside waste now enclosed whilst the road forming the western boundary (Blackwall) is a green lane. Mill Reen at the eastern boundary is an embanked watercourse taking flow from the uplands to the north across the Levels.

The fields are largely rectilinear and there has been some recent boundary loss. Ploughing has resulted in the loss of surface drainage features. Lower Grange Farm is in the centre of the HLCA and was formerly a monastic grange farm.

There are no Scheduled Monuments or listed buildings within this HLCA.

The new motorway would be approximately 0.8 km from the edge of this HLCA and would be elevated as it crosses over the mainline railway. It is aligned parallel with, and adjacent to, the A4810 road and would be directly in front of that road in the view from the HLCA. That view currently includes not just the present A-road but also the modern development sites at the brewery and the hotel and adjacent buildings beyond.

The form of the development is almost entirely at odds with the historic landscape within this HLCA and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape, although its alignment here does closely follow that of the existing A4810 road. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C9 - Indirect (Non-physical) Visual Impacts on HLCA 010 Magor Lower Grange

Historic Landscape Area: Gwent Levels	HLCA 010: Magor Lower Grange			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Slight change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Slight – 2		
Development form	4	Slight – 1		
Development appearance	4	Slight – 1		
Average Score		5.33		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 011: Caldicot Moor (Figure 21)

This HLCA is an area of land that was formerly common and which was enclosed in a single event in 1850. The western boundary is formed by Collister Pill, with a relict medieval sea wall just to the west, which is now a Scheduled Monument. The current sea wall forms the southern boundary and this is also of 1850 date.

The field pattern is a regular grid of square and rectangular fields separated by hedges and green lanes. Although the HLCA extends north to the fen-edge (and therefore includes land extending from the sea-wall back to the fen-edge), the recent construction of the Second Severn Crossing and its toll plaza have severed much of the connection with the fen-edge. There has also been some loss of hedges and boundaries.

The new section of motorway is located just to the north of this HLCA, on the other side of the existing M4 motorway (and the toll plaza) and the mainline railway. Works on the existing embankment of the M4 motorway just to the south of the mainline railway (and within the HLCA) comprise minor changes to signage and lighting. There may be views of elements of the new section of motorway from locations within the HLCA, but these are views that currently include the existing M4 motorway and the toll plaza.

The form of the development is almost entirely at odds with the historic landscape within this HLCA, but traffic flows along the existing road network (especially the M4 motorway) are already high.

The appearance of the development is wholly out of character with the historic landscape of the HLCA, but is in character with the existing major roads in the area. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape, but

also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

The table below shows the indirect (non-physical) visual impacts. Where the impact resulting from the new section of motorway is likely to result in no change to the setting of an element of the historic landscape, this is allocated a Magnitude of None and a Score of 0.

Table C10 - Indirect (Non-physical) Visual Impacts on HLCA 011 Caldicot Moor

Historic Landscape Area: Gwent Levels	HLCA 011: Caldicot Moor			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
No change to setting of relict sea-wall – Scheduled Monument	A – 4	None – 0		
Very slight change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Very slight – 1		
Development form	4	Very slight – 1		
Development appearance	4	Very slight – 1		
Average Score		4.75		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 015: Eastern St Brides (Figure 10)

This diverse HLCA demonstrates the development of the landscape over a considerable period of time. Higher coastal areas are likely to have been recolonised in the late 11th and 12th centuries (the initial draining having been during the Roman period), whilst the lower-lying inland areas were probably enclosed and drained in the 13th and 14th centuries.

The field pattern is generally irregular with small fields and sinuous roads. There are remnants of roadside waste and some dispersed settlement. The mid-19th century railway line cuts through the historic landscape in the northern part of the HLCA.

There are no Scheduled Monuments within the HLCA. The parish church of St Bridget at St Brides Wentlooge is a Grade II* listed building (LB024), whilst the former West Usk Lighthouse at the coastal edge is listed at Grade II. Other non-designated historic buildings are present including Fair Orchard Farm and White Cross Farm, both adjacent to Lighthouse Road. Recent investigations have identified a moated enclosure and a separate earthwork complex on either side of Lighthouse Road. Another complex of earthworks has been recorded to the north of New Dairy Farm.

The new section of motorway crosses the northern part of this HLCA and is almost wholly within the LOHI as it does so. The land take for the new section of motorway is almost entirely made up of small irregular fields either side of Lighthouse Road, extending east to the River Ebbw and west to the railway. The works required for the Lighthouse Road Overbridge are quite close to Fair Orchard Farm and to the location of a former building known as The Pheasant (possibly a public house), just to the north of Fair Orchard Farm and on the west side of Lighthouse Road. WTA 5 is placed directly on a former trackway shown on early Ordnance Survey maps and still quite visible on the ground here.

There would be no view of the new section of motorway from within the churchyard of the Grade II* listed church of St Bridget at St Brides Wentlooge. This is because of the mature vegetation present around the perimeter of the churchyard. There are no viewpoints south of the village in which the church tower is a prominent feature in views towards the new section of motorway. The new section of motorway would be approximately 1.3 km from the church at its closest point and on the other side of the mainline railway.

The new section of motorway would be approximately 1.4 km from the Grade II listed West Usk Lighthouse and at this point, the elements of the new section of motorway include the elevated Lighthouse Road overbridge. However, the key parts of the setting of the lighthouse are its relationship with the sea and with the coastline and these relationships would not be affected by the new section of motorway.

The setting of Fair Orchard Farm would be much affected by the new section of motorway as it passes very close to this undesignated historic farmstead. The elevated Lighthouse Road overbridge would also be very close to Fair Orchard Farm. The settings of the earthwork sites on either side of Lighthouse Road and to the north of New Dairy Farm would also be affected to varying degrees.

The form of the development is entirely at odds with the historic landscape within this HLCA, notwithstanding the presence of the mainline railway, and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

The table below shows the indirect (non-physical) visual impacts. Where the impact resulting from the new section of motorway is likely to result in no change to the setting of an element of the historic landscape, this is allocated a Magnitude of None and a Score of 0.

Table C11 - Indirect (Non-physical) Visual Impacts on HLCA 015 Eastern St Brides

Historic Landscape Area: Gwent Levels	HLCA 015: Eastern St Brides			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category &	Magnitude & Score		

Historic Landscape Area: Gwent Levels	HLCA 015: Eastern St Brides	
	Score	
No change to setting of church of St Bridget at St Brides Wentlooge – Grade II* listed building	A – 4	None – 0
No change to setting of West Usk lighthouse – Grade II listed building	B – 3	None – 0
Severe change to setting of moated site west of Lighthouse Road	C – 2	Severe – 5
Severe change to setting of earthwork complex east of Lighthouse Road	C – 2	Severe – 5
Very severe change to setting of Fair Orchard Farm	C – 2	Very Severe – 6
Severe change to setting of earthwork complex north of New Dairy Farm	C – 2	Severe – 5
Very severe change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Very Severe – 6
Development form	2.43	Very Severe – 6
Development appearance	2.43	Very Severe – 6
Average Score		6.98
Notes		
Compiled by: Mick Rawlings	Date: 05/02/16	

HLCA 016: Western St Brides (Figure 22)

This HLCA comprises the higher coastal zone east of Peterstone Gout. The major landscape elements may be part of the Roman planned system, although the Roman field pattern was largely replaced during the medieval period.

There are some areas of long narrow rectangular fields that represent reclamation of lower-lying land. North of the main road linking Peterstone to St Brides Wentlooge, there are sinuous field boundaries which indicate more localised episodes of enclosure, possibly fen-banks designed to keep water from moving from the flooded back-fen onto the older enclosed lands behind the sea wall.

There has been some agricultural improvement resulting in loss of field boundaries and also the establishment of a golf course and trout farm adjacent to Peterstone Gout. There are no Scheduled Monuments or listed buildings within this HLCA.

The new section of motorway would be approximately 0.5 km to the north of the HLCA at its closest point and here it would be on the opposite side of the mainline railway. However, the new motorway is more elevated here as it crosses over the railway and would be clearly visible from the northern part of the HLCA.

The form of the development is entirely at odds with the historic landscape within this HLCA, notwithstanding the presence of the mainline railway, and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C12 - Indirect (Non-physical) Visual Impacts on HLCA 016 Eastern St Brides

Historic Landscape Area: Gwent Levels	HLCA 016: Eastern St Brides			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Moderate change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Moderate – 3		
Development form	4	Moderate – 3		
Development appearance	4	Moderate – 3		
Average Score		7.0		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 020: Marshfield Coedkernew (Figure 12)

This HLCA is an area of low-lying back-fen to the north of Percoed Reen, a major drainage feature potentially of Roman date which collects water from the uplands and channels it into the estuary via Broadway Reen. The landscape is broadly medieval in date and extends north to the fen-edge.

There are some areas of rectilinear fields, mostly in the eastern part of the HLCA. The landscape is quite open although there has been some recent planting of hedges.

The well-preserved connection of the fen-edge to the back-fen is considered to be important here. However, that part to the north and east of Coedkernew has recently been lost through the construction of the Imperial Park business park. Another part within the east of the HLCA has been used for a large electricity substation and still more for residential development. To the west of Coedkernew, the Parc Golf Club has been inserted into the historic landscape.

South of Berryhill Farm, the new section of motorway passes just to the north of this HLCA although some land is required here during construction. The new

section of motorway passes into the designated LOHI at about ch 5,000 but this part of the LOHI is actually outside the HLCA. The land within this HLCA that would be permanently lost to the new section of motorway is a short length east of Coedkernew and north of Percoed Reen and is almost entirely adjacent to or on top of a road constructed recently for the Imperial Park business park.

There would be very little physical impact on any intact element of the historic landscape within the HLCA.

The form of the development is entirely at odds with the historic landscape. However within this HLCA the new motorway is following the line of an existing road associated with a business park. The traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C13 - Indirect (Non-physical) Visual Impacts on HLCA 020 Marshfield/Coedkernew

Historic Landscape Area: Gwent Levels	HLCA 020: Marshfield/Coedkernew			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Considerable change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Considerable – 4		
Development form	4	Considerable – 4		
Development appearance	4	Considerable – 4		
Average Score		8.0		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

HLCA 021: Maerdy (Figure 14)

This HLCA is characterised by long, narrow rectilinear fields which are likely to be of medieval or possibly post-medieval date. The enclosure here was not documented so the actual date remains unknown. The railway line construction in the mid-19th century cuts through these long narrow fields.

Percoed Reen forms the northern boundary of the HLCA. Maerdy Farm, in the eastern end of the HLCA, may indicate the location of the Reeve's house during

the medieval period and this could result from formal control of grazing on the open back-fen at this time.

There are no Scheduled Monuments or listed buildings in this HLCA.

The new section of motorway passes through the very eastern part of the HLCA, to the north of Maerdy Farm. Almost all of the historic field boundaries in this area have already been removed. That part to the east of Green Lane is actually outside the designated LOHI but within the HLCA.

The new section of motorway cuts across Green Lane, which is a historic route providing access to the coast from the higher ground to the north of the Levels. Just on the western side of Green Lane, the construction of WTA4a could affect the site of a former building recorded on early Ordnance Survey maps as Pont-estyll. This may have been a small farmstead and was linked to Maerdy by a narrow trackway.

There would be very little physical impact on any intact element of the historic landscape within the HLCA and also within the LOHI.

The form of the development is entirely at odds with the historic landscape within this HLCA, notwithstanding the presence of the mainline railway, and the traffic flows would introduce an element of movement not currently present on such a scale.

The appearance of the development is wholly out of character with the historic landscape. Planting associated with the new section of motorway has been carefully designed to replicate the current vegetation patterns within the landscape but also has to respond to the other requirements associated with the new section of motorway such as screening for noise and visual impacts.

Table C14 - Indirect (Non-physical) Visual Impacts on HLCA 021 Maerdy

Historic Landscape Area: Gwent Levels	HLCA 021: Maerdy			
ASIDOHL2 Stage 3b: Assessment of Indirect, Visual Impacts on Historic Character Area				
Development: M4 Corridor around Newport				
Impacts	Category & Score	Magnitude & Score		
Very severe change to setting of Maerdy Farm	B – 3	Very severe – 6		
Considerable change to setting of land enabling understanding and appreciation of historic drainage and utilisation of former wetlands	A – 4	Considerable – 4		
Development form	3.5	Severe – 5		
Development appearance	3.5	Severe – 5		
Average Score		8.5		
Notes				
Compiled by: Mick Rawlings	Date: 05/02/16			

Annex D - ASIDOHL2 Stage 4: Evaluation of Relative Importance

HLCA 001: Nash/Goldcliff Coastal Zone (Figure 2)

There are direct physical impacts on two parts of this HLCA, and indirect (non-physical) visual impacts on other areas within the HLCA.

This HLCA is quite extensive and contains many of the elements which are representative of the Caldicot Level west of Monks Ditch. These include dispersed settlements with individual farmsteads rather than nucleated villages. There are settlement centres at Goldcliff and Nash but until recently these were quite small.

Detailed study of the current and previous physical form of this HLCA would probably demonstrate the sequential process of drainage and reclamation, linked in some areas to the land associated with Goldcliff Priory. The enclosure of former linear street commons and roadside waste is very clear in the present layout of the landscape.

The raised channel of Monks Ditch, which forms part of the eastern boundary of the HLCA, is a very significant drainage feature that may have quite early origins. The sinuous nature of some of the lanes suggests that these follow natural drainage channels which were present at the start of the process of reclamation.

The moated site to the north of Goldcliff that is now a Scheduled Monument (SM007) may represent an early example of a dispersed farmstead that did not thrive at this location.

There is a good amount of documentary material available for this HLCA, including charters associated with Goldcliff Priory.

Archaeological investigations within this HLCA have revealed significant evidence of prehistoric occupation and Roman activity. Most of this investigation has been along the coastal strip, either in the intertidal zone where earlier land surfaces are exposed at low tide or just further inland in response to development activities.

At Pye Corner there is a concentration of sites associated with the defence of Newport during the Second World War, including a Heavy Anti-Aircraft Battery and what appear to be tether points for barrage balloons. An army barracks was also established at Pye Corner in the years following the end of the Second World War. At the coast, a line of concrete anti-tank cubes across the mouth of Goldcliff Pill is also of Second World War date and is now a Scheduled Monument.

Table D1 - Evaluation of Relative Importance of HLCA 001 Nash/Goldcliff Coastal Zone

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity				✓	
Representativeness			✓		
Documentation		✓			
Group Value			✓		
Survival		✓			
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity			✓		
Representativeness		✓			
Documentation	✓				
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations	✓				
In relation to	(c) Relative importance of HLCA in the national context				
Rarity			✓		
Representativeness		✓			
Documentation	✓				
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations	✓				

Table D2 - Relative Importance of the Part of HLCA 001 Nash Goldcliff Coastal Zone Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
41	49	49	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
74.55	89.09	89.09	84.24 Very High

HLCA 002: Christchurch/Nash/Whitson Back-Fen (Figure 4)

There are direct physical impacts on two parts of this HLCA, and indirect (non-physical) visual impacts on other parts. The direct physical impacts are almost wholly on parts of the HLCA that are outside the designated LOHI.

This HLCA is an area of low-lying back-fen that was drained and enclosed from the fourteenth century onwards, with most of the surviving field boundaries likely to be of post-medieval date. The back-fen once extended north to the fen edge but this link has been severed by the steelworks which is located across this northern boundary of the former wetlands.

The landscape is one of mainly rectilinear fields defined by major artificial watercourses and historically there was very little settlement in this area, with two farms in the land now occupied by the steelworks. The raised channel of Monks Ditch in the eastern part of the HLCA is likely to have been a very early feature in this landscape and carries water from the uplands to the north across the drained levels to the coast.

Table D3 - Evaluation of Relative Importance of HLCA 002 Christchurch/Nash/Whitson Back-Fen

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness				✓	
Documentation			✓		
Group Value			✓		
Survival			✓		
Condition			✓		
Coherence		✓			
Integrity		✓			
Potential		✓			
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity			✓		
Representativeness			✓		
Documentation			✓		
Group Value		✓			
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential				✓	
Amenity				✓	
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		✓			
Representativeness		✓			

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Documentation			✓		
Group Value		✓			
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential		✓			
Amenity				✓	
Associations				✓	

Table D4 - Relative Importance of the Part of HLCA 002 Christchurch/Nash/Whitson Back-Fen Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
33	37	41	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
60.00	67.27	74.54	67.27 High

HLCA 003: Whitson (Figure 16)

There are no direct physical impacts on any part of this HLCA, but there would be indirect (non-physical) visual impacts on the northern part.

This HLCA represents a planned linear settlement along one side of a street common, with a divided planned landscape of long narrow rectilinear fields extending to the rear of the properties. It was almost certainly established during the 12th-14th centuries although the northern part of the HLCA may have been a later extension to the southern core. This type of planning suggests a single landowner but there is no documentary evidence as to the identity of any individual or group that may have been involved.

The raised channel of Monks Ditch forms the western boundary of part of the HLCA. The field pattern is well-preserved with only minor loss of boundaries.

Table D5 - Evaluation of Relative Importance of HLCA 003 Whitson

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness			✓		
Documentation				✓	
Group Value			✓		
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity	✓				
Representativeness	✓				
Documentation				✓	
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity	✓				
Representativeness	✓				
Documentation				✓	
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations			✓		

Table D6 - Relative Importance of the Part of HLCA 003 Whitson South affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
39	48	49	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
70.90	87.27	89.09	82.42 Very High

HLCA 004: Porton (Figure 17)

There are no direct physical impacts on any part of this HLCA, but there would be indirect (non-physical) visual impacts on the northern part.

This HLCA appears to represent a single episode of enclosure during the medieval period; the settlement at Porton is documented from the 13th century. The field pattern comprises rectilinear fields within a planned grid or roads and reens. The eastern boundary is represented by Elver Pill Reen, which is probably an early drainage feature within this landscape.

The field boundary layout is well-preserved with very little lost from the time of initial detailed survey.

Table D7 - Evaluation of Relative Importance of HLCA 004 Porton

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			√		
Representativeness	√				
Documentation			√		
Group Value	√				
Survival	√				
Condition	√				
Coherence	√				
Integrity	√				
Potential	√				
Amenity			√		
Associations			√		
In relation to	(b) Whole of historic landscape area on the Register				
Rarity		√			
Representativeness	√				
Documentation			√		
Group Value	√				
Survival	√				
Condition	√				
Coherence	√				
Integrity	√				
Potential	√				
Amenity		√			
Associations			√		
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		√			
Representativeness	√				
Documentation			√		
Group Value	√				
Survival	√				
Condition	√				
Coherence	√				
Integrity	√				
Potential	√				
Amenity		√			
Associations			√		

Table D8 - Relative Importance of the Part of HLCA 004 Porton Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
47	49	49	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
85.45	89.09	89.09	87.88 Very High

HLCA 006: Redwick/Magor/Undy (Figure 18)

There are no direct physical impacts on any part of this HLCA, but there would be indirect (non-physical) visual impacts on the northern part.

This HLCA represents an area of irregular landscape established through gradual enclosure between the 11th and 14th centuries. During the 19th century, the former street commons were additionally enclosed. Fields are generally small and irregular, although there are some areas characterised by narrow rectilinear fields. Field boundary loss has been minimal. Some of the major drainage features including the embanked Mill Reen are likely to be medieval in origin.

Table D9 - Evaluation of Relative Importance of HLCA 006 Redwick/Magor/Undy

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness	✓				
Documentation			✓		
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity			✓		
Representativeness	✓				
Documentation		✓			
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations			✓		
In relation to	(c) Relative importance of HLCA in the national context				
Rarity			✓		
Representativeness	✓				
Documentation		✓			
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Integrity	✓				
Potential	✓				
Amenity		✓			
Associations			✓		

Table D10 - Relative Importance of the Part of HLCA 006 Redwick/Magor/Undy Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
47	49	49	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
85.45	89.09	89.09	87.88 Very High

HLCA 007: Redwick Broadmead (Figure 19)

There are no direct physical impacts on any part of this HLCA, but there would be indirect (non-physical) visual impacts on the northern part.

This HLCA was formerly a large meadow divided into strips (i.e. an 'open field'). Enclosure of this meadow may have started in the 16th century on the eastern side of the HLCA, but most remained unenclosed until an Act of 1858. The western boundary is formed by Elver Pill Reen, which is probably an early drainage feature.

Table D11 - Evaluation of Relative Importance of HLCA 007 Redwick Broadmead

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness	✓				
Documentation		✓			
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity	✓				
Representativeness	✓				
Documentation		✓			
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity	✓				
Representativeness	✓				
Documentation		✓			
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations				✓	

Table D12 - Relative Importance of the Part of HLCA 007 Redwick Broadmead Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
46	49	49	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
83.63	89.09	89.09	87.27 Very High

HLCA 008: Northern Redwick (Figure 6)

There are no direct physical impacts on one small part of this HLCA, and indirect (non-physical) visual impacts on the rest of the HLCA.

This HLCA comprises fields set out in a regular pattern with straight boundaries. In some areas there are longer narrow fields. There has been some loss of field boundaries and of surface evidence for earlier drainage features (grips, etc.). The western part of the HLCA was formerly a grange farm belonging to the monks of Tintern Abbey.

Table D13 - Evaluation of Relative Importance of HLCA 008 Northern Redwick

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness		✓			
Documentation			✓		
Group Value	✓				
Survival	✓				
Condition		✓			
Coherence	✓				

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations		✓			
In relation to	(b) Whole of historic landscape area on the Register				
Rarity		✓			
Representativeness		✓			
Documentation		✓			
Group Value	✓				
Survival		✓			
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations		✓			
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		✓			
Representativeness		✓			
Documentation		✓			
Group Value	✓				
Survival		✓			
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations		✓			

Table D14 - Relative Importance of the Part of HLCA 008 Northern Redwick Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
45	48	48	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
81.81	87.27	87.27	85.45 Very high

HLCA 009: Green Moor (Figure 8)

There are direct physical impacts on this HLCA, including areas that are outside the designated LOHI. There are also indirect (non-physical) visual impacts on the remaining parts of this HLCA.

This HLCA represents a former extensive common pasture that was amongst the later parts of the Levels to be enclosed and reclaimed. This is back-fen proper, with connections right through to the fen edge at the north. Much land here has been lost to industrial development, initially for the steelworks and subsequently for the adjacent Gwent Europark.

Fields are regular and the pattern demonstrates the process of enclosure. There has been some field boundary loss within the remaining areas of this HLCA.

Table D15 - Evaluation of Relative Importance of HLCA 009 Green Moor

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity		✓			
Representativeness		✓			
Documentation			✓		
Group Value	✓				
Survival				✓	
Condition		✓			
Coherence		✓			
Integrity		✓			
Potential	✓				
Amenity					✓
Associations					✓
In relation to	(b) Whole of historic landscape area on the Register				
Rarity	✓				
Representativeness	✓				
Documentation			✓		
Group Value	✓				
Survival				✓	
Condition		✓			
Coherence		✓			
Integrity		✓			
Potential	✓				
Amenity		✓			
Associations					✓
In relation to	(c) Relative importance of HLCA in the national context				
Rarity	✓				
Representativeness	✓				
Documentation			✓		
Group Value	✓				
Survival				✓	
Condition		✓			
Coherence		✓			
Integrity		✓			
Potential	✓				
Amenity		✓			
Associations					✓

Table D16 - Relative Importance of the Part of HLCA 009 Green Moor Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
40	44	44	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
72.73	80.00	80.00	77.58

		High
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HLCA 010: Major Lower Grange (Figure 20)

There are no direct physical impacts on any part of this HLCA, but there would be indirect (non-physical) visual impacts on the north-western part.

This HLCA represents a former grange farm owned by the monks of Tintern Abbey. The land was enclosed and drained in the mid-13th century, however the main reens that form the outer boundaries are almost certainly earlier in date. The fields are mainly large and rectilinear, with Lower Grange Farm established within the enclosed land.

Table D17 - Evaluation of Relative Importance of HLCA 010 Major Lower Grange

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness	✓				
Documentation	✓				
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations	✓				
In relation to	(b) Whole of historic landscape area on the Register				
Rarity	✓				
Representativeness		✓			
Documentation	✓				
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations	✓				
In relation to	(c) Relative importance of HLCA in the national context				
Rarity	✓				
Representativeness		✓			
Documentation	✓				
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Potential	✓				
Amenity			✓		
Associations	✓				

Table D18 - Relative Importance of the Part of HLCA 010 Magor Lower Grange Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
51	52	52	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
92.72	94.55	94.55	93.94 Very High

HLCA 011: Caldicot Moor (Figure 21)

There are direct physical impacts during construction on a small part of this HLCA and also indirect (non-physical) visual impacts on adjacent parts.

This HLCA is a former common pasture that was enclosed through a Parliamentary Act dated to 1850. The fields are square or rectangular and many contain evidence for the tidal creeks which crossed this area prior to enclosure. There has been some field boundary loss and also some land lost for the construction of the Second Severn Crossing.

Table D19 - Evaluation of Relative Importance of HLCA 011 Caldicot Moor

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness			✓		
Documentation		✓			
Group Value			✓		
Survival			✓		
Condition		✓			
Coherence		✓			
Integrity		✓			
Potential		✓			
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity	✓				
Representativeness		✓			
Documentation		✓			
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Amenity			✓		
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		✓			
Representativeness		✓			
Documentation		✓			
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations				✓	

Table D20 - Relative Importance of the Part of HLCA 011 Caldicot Moor Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
32	46	45	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
58.18	83.63	81.81	74.54 High

HLCA 015: Eastern St Brides (Figure 10)

There are direct physical impacts within the northern part of this HLCA, and also indirect (non-physical) visual impacts on adjacent parts.

This HLCA is substantial and diverse in character, representing multiple episodes of drainage and reclamation. Fields are generally small and irregular, indicative of piecemeal enclosure, although in some places there are some regular fields with straight boundaries.

Table 21 - Evaluation of Relative Importance of HLCA 015 Eastern St Brides

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness	✓				
Documentation				✓	
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity			✓		
Associations				✓	

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(b) Whole of historic landscape area on the Register				
Rarity		✓			
Representativeness		✓			
Documentation				✓	
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		✓			
Representativeness			✓		
Documentation				✓	
Group Value	✓				
Survival	✓				
Condition	✓				
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	

Table D21 - Relative Importance of the Part of HLCA 015 Eastern St Brides Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
44	44	43	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
80.00	80.00	78.18	79.39 High/Very High

HLCA 016: Western St Brides (Figure 22)

There are no direct physical impacts on any part of this HLCA, but there are indirect (non-physical) visual impacts on the northern part.

This HLCA is characterised by regular fields established in the medieval period. In some places, these are narrow and linear whereas elsewhere they are larger and more square. Major drainage elements may have earlier origins. There has been significant boundary loss in some areas in the southern part of the HLCA.

Table D22 - Evaluation of Relative Importance of HLCA 016 Western St Brides

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity		✓			
Representativeness		✓			
Documentation				✓	
Group Value	✓				
Survival			✓		
Condition	✓				
Coherence		✓			
Integrity		✓			
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity			✓		
Representativeness		✓			
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence		✓			
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity			✓		
Representativeness			✓		
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence		✓			
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	

Table D23 - Relative Importance of the Part of HLCA 016 Eastern St Brides Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
40	40	39	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
72.73	72.73	70.90	72.12 High

HLCA 020: Marshfield/Coedkernew (Figure 12)

There are direct physical impacts within a small part of this HLCA, and also indirect (non-physical) visual impacts on adjacent parts.

This HLCA is an area of low-lying back-fen at the northern edge of the Wentloog Levels. Its southern boundary is formed by Percoed Reen which is a channel that collects water from the uplands to the north. The field pattern is quite mixed but includes fairly small blocks of rectangular fields. The boundary between the back-fan and the fen edge is quite important as this has been lost in other parts of the Gwent Levels.

Table D24 - Evaluation of Relative Importance of HLCA 020 Marshfield/Coedkernew

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness			✓		
Documentation				✓	
Group Value	✓				
Survival			✓		
Condition			✓		
Coherence		✓			
Integrity		✓			
Potential		✓			
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity		✓			
Representativeness			✓		
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity		✓			
Representativeness			✓		
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Associations				✓	

Table D25 - Relative Importance of the Part of HLCA 020 Marshfield/Coedkernew Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
35	41	41	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
63.64	74.55	74.55	70.91 High

HLCA 021: Maerdy (Figure 14)

There are direct physical impacts on a small part of this HLCA, some of which lies outside the designated LOHI. There are also indirect (non-physical) visual impacts on some adjacent parts of the HLCA.

This HLCA correlates to an area of former open moor that was enclosed during the medieval and/or post medieval periods. Drenewydd/Percoed Reen marks the northern boundary and this is likely to represent an early drainage feature in the landscape. Fields are mainly long, narrow and rectilinear and can be clearly seen as individual blocks resulting from separate episodes of enclosure and reclamation. There has been some agricultural improvement leading to field boundary loss, particularly in that part of the HCLA traversed by the new section of motorway.

Table D26 - Evaluation of Relative Importance of HLCA 021 Maerdy

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
In relation to	(a) Whole of historic landscape character area				
Rarity			✓		
Representativeness		✓			
Documentation				✓	
Group Value		✓			
Survival			✓		
Condition		✓			
Coherence		✓			
Integrity		✓			
Potential		✓			
Amenity				✓	
Associations				✓	
In relation to	(b) Whole of historic landscape area on the Register				
Rarity		✓			
Representativeness		✓			
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			

Value	V HIGH/ V GOOD	HIGH/ GOOD	MOD/ MED	LOW	POOR/ NONE
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	
In relation to	(c) Relative importance of HLCA in the national context				
Rarity	✓				
Representativeness		✓			
Documentation				✓	
Group Value	✓				
Survival		✓			
Condition		✓			
Coherence	✓				
Integrity	✓				
Potential	✓				
Amenity				✓	
Associations				✓	

Table D27 - Relative Importance of the Part of HLCA 021 Maerdy Affected by the New Section of Motorway

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55	Overall value
36	42	43	
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100	
65.45	76.36	78.18	73.33 High

Annex E - ASIDOHL2 Stage 5: Assessment of Overall Significance of Impact

Table E1 – Overall Significance of Impact on HLCA 001 Nash/Goldcliff Coastal Zone (Figures 2, 3)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>This is a large HLCA that extends from the coast to the lower-lying inland areas around Pye Corner. There are historic settlement clusters at Goldcliff and Nash but the main historic settlement pattern is one of dispersed farmsteads. Fields are mainly small and irregular, whilst sinuous lanes probably follow pre-reclamation drainage channels. Important historic buildings include farmsteads and the two churches at Nash and Goldcliff. There are a few abandoned farmsteads that can be seen as earthworks and one of these to the north of Goldcliff is a Scheduled Monument (SM007). There are also some features related to the defence of Newport during the Second World War, including a line of anti-tank blocks at Goldcliff Pill which is another Scheduled Monument.</p>	<p>There would be permanent loss of land in two areas in the northern part of the HLCA that are outside the designated LOHI, also some further permanent loss of a small area of land within the designated LOHI. The land directly affected contains fields and drainage elements which contribute towards the value of the historic landscape. One area of land contained evidence relating to the defence of Newport during the Second World War would be lost.</p> <p>The new section of motorway would affect the settings of historic buildings, including several that are listed at grade II. Land within the HLCA to the north of the new section of motorway would be severed from the major part of the HLCA and may become more vulnerable to development pressure, although the allocation of land for ecological mitigation as part of the new section of motorway would serve as a defence against such pressure.</p> <p>The new section of motorway would not affect the historic settlement foci at Goldcliff and Nash, or the important</p>	<p>Development impact on key elements is such that the value of the historic landscape area is slightly reduced.</p>

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
	archaeological sites within the intertidal area at Goldcliff.	
Score: 9	Score: 6	Score: 3
Total Score for HLCA: 9 + 6 + 3 = 18		
Overall significance of impact for HLCA: Fairly Severe		

Table E2 – Overall Significance of Impact on HLCA 002 Christchurch/Nash/ Whitson Back-Fen (Figures 4, 5)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA comprises an area of back-fen that formerly extended to the fen edge but no longer has that relationship due to the construction of the steelworks. The fields are mostly rectilinear and can be seen as distinct blocks that relate to separate episodes of enclosure and reclamation. The roads within the HLCA are mostly straight and there are also several green lanes. Within the eastern part of the HLCA is Monks Ditch – a raised channel that takes water from the uplands to the north across the levels to the coast. This is probably an early drainage feature within the landscape. The former historic dispersed farmsteads in this area were lost when the steelworks was constructed. There are earthworks in at least two locations that may indicate other former settlements.	There would be permanent loss of land within the northern part of this HLCA, almost all of which is outside the designated LOHI. This land comprises fields that contribute towards the overall historic landscape and help to demonstrate how the levels were reclaimed and used. That part of the HLCA to the north of the new section of motorway would be severed from the main part of the HLCA and may be more vulnerable to development pressure, although the allocation of land for ecological mitigation as part of the new section of motorway would serve as a defence against such pressure. Two of the green lanes would be directly affected, but the areas of earthworks that suggest former settlement would not be physically impacted.	Development impact on key elements is such that the value of the historic landscape area is appreciably reduced.
Score: 7	Score: 6	Score: 5
Total Score for HLCA: 7 + 6 + 5 = 18		
Overall significance of impact for HLCA: Fairly Severe		

Table E3 – Overall Significance of Impact on HLCA 003 Whitson (Figure 16)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA represents a planned linear settlement with properties laid out along the eastern side of a street common and narrow linear fields extending back to the east of the settlement. The field pattern shows successive extensions of this drained and reclaimed land. Two of the historic properties along the eastern side of the street are listed at Grade II whilst just to the north and within the HLCA is the Grade II* listed Whitson Court (LB026). The raised channel of Monks Ditch forms the western boundary of the HLCA – this takes water from the uplands to the north across the levels to the coast and is probably an early drainage feature.	There would be no direct physical impact within this HLCA, but the new section of motorway runs just outside the northern boundary of the character area. There would be a slight effect on the setting of the Grade II* listed Whitson Court and on the setting of the fields towards the northern end of the HLCA.	Development impact on key elements is such that the value of the historic landscape area is slightly reduced.
Score: 9	Score: 2	Score: 2
Total Score for HLCA: 9 + 2 + 2 = 13		
Overall significance of impact for HLCA: Moderate		

Table E4 – Overall Significance of Impact on HLCA 004 Porton (Figure 17)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA may represent a single episode of enclosure and reclamation, possibly in the 12 th or 13 th century. The fields are rectangular and set within a grid of straight roads or lanes. The eastern boundary is formed by Elver Pill Reen, which may be an early drainage feature within this landscape. The settlement of Porton is centred around Whitson church and comprises	There would be no direct physical impact on any part of this HLCA. The effects on the settings of the historic buildings at Porton and the historic field pattern towards the northern part of the HLCA would be negligible.	Development impact on key elements is such that the value of the historic landscape area remains essentially unchanged.

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
buildings of mainly 17 th and 18 th century date. The church is listed at Grade II* (LB027) and two other buildings here are listed at Grade II.		
Score: 9	Score: 1	Score: 1
Total Score for HLCA: 9 + 1 + 1 = 11		
Overall significance of impact for HLCA: Moderate		

Table E5 – Overall Significance of Impact on HLCA 006 Redwick/Magor/Undy (Figure 18)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>This HLCA is quite extensive and takes in the coastal zone as well as land extending further inland. The fields are mainly small and irregular, suggesting piecemeal enclosure and reclamation. This is most likely to have occurred during the 11th to 14th centuries although some enclosure may have occurred as late as the 10th century – this later enclosure is evidence in part by more regular rectilinear fields.</p> <p>The settlement pattern is one of dispersed farmsteads with the main settlement at Redwick being part of a separate HLCA. Brick House to the north of Redwick is a fine three storey house that is now a Grade II listed building.</p> <p>The eastern boundary is adjacent to a relict sea bank that is now a Scheduled Monument.</p> <p>The embanked Mill Reen carries water from the uplands to the north across the levels to the coast and several other</p>	<p>There would be no direct physical impact on any part of this HLCA. The effects on the settings of the historic Brick House and the historic field pattern towards the northern part of the HLCA would be negligible.</p>	<p>Development impact on key elements is such that the value of the historic landscape area remains essentially unchanged.</p>

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
major reens here are likely to be of early date.		
Score: 9	Score: 1	Score: 1
Total Score for HLCA: $9 + 1 + 1 = 11$		
Overall significance of impact for HLCA: Moderate		

Table E6 – Overall Significance of Impact on HLCA 007 – Redwick Broadmead (Figure 19)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA is a former 'open field' – an area of common land divided into strips that were not defined by ditches or other permanent boundaries. The enclosure of this open fields probably started in the 16 th century and was completed via a Parliamentary Act dated 1858. The field pattern is very regular with medium to large rectangular fields. The eastern and western boundaries of the HLCA are formed by major reens which are probably early drainage features within the landscape – Elver Pill Reen at the west and Windmill Reen at the east. There are no farmsteads or other settlement elements within this HLCA.	There would be no direct physical impact on any part of this HLCA. The effects on the settings of the historic field pattern towards the northern part of the HLCA would be negligible.	Development impact on key elements is such that the value of the historic landscape area remains essentially unchanged.
Score: 9	Score: 1	Score: 1
Total Score for HLCA: $9 + 1 + 1 = 11$		
Overall significance of impact for HLCA: Moderate		

Table E7 – Overall Significance of Impact on HLCA 008 Northern Redwick (Figures 6, 7)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA includes land that was formerly a grange farm owned by the monks of Tintern Abbey. Enclosure and reclamation	There would be some loss of land but this is a very small area at the northern edge of the HLCA. However the area lost	Development impact on key elements is such that there is an appreciable reduction in value of the historic landscape area.

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>was probably all carried out for the establishment of this grange – the earthworks representing the remains of the grange farm are present adjacent to the present Grangefield Farm and are now a Scheduled Monument (SM008). The fields are very regular and are set out in distinct blocks – there has been some boundary loss in the east of the HLCA. Roads and lanes are all very straight, as are the main drainage elements.</p> <p>There are dispersed farmsteads around the periphery and also a small moated site adjacent to the northern boundary that may represent an abandoned farmstead.</p>	<p>includes the small moated site that could represent an abandoned farmstead or similar settlement element.</p> <p>There would also be effects on the settings of the historic field pattern.</p>	
Score: 9	Score: 3	Score: 4
Total Score for HLCA: 9 + 3 + 4 = 16		
Overall significance of impact for HLCA: Fairly Severe		

Table E8 – Overall Significance of Impact on HLCA 009 Green Moor (Figures 8, 9)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>This HLCA is quite extensive and extends through the back-fen to reach the fen edge south and west of Wilcrick Hill. This was amongst the last parts of the levels to be enclosed although the main drainage elements were probably established by the 16th century. The field pattern is one of regular fields with straight boundaries. Green Moor proper (south of the steelworks) was formerly an extensive area of common pasture that was</p>	<p>There would be loss of land right through the centre of this HLCA, including some land within the former common pasture.</p> <p>There would also be effects on the setting of the historic field pattern. Any severance of the historic landscape within this HLCA would be a reinforcement of existing severance rather than an entirely new feature.</p>	<p>Development impact on key elements is such that there is an appreciable reduction in value of the historic landscape area.</p>

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
enclosed in around 1850. In recent years the Gwent Europark has been constructed within this HLCA and this almost completely severs the back-fen area from the former common pasture to the south. A Roman boat found within the Gwent Europark emphasises the archaeological potential of this part of the levels.		
Score: 7	Score: 6	Score: 5
Total Score for HLCA: $7 + 6 + 5 = 18$		
Overall significance of impact for HLCA: Fairly Severe		

Table E9 – Overall Significance of Impact on HLCA 010 Magor Lower Grange (Figure 20)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA comprises the land around a former grange farm belonging to the monks of Tintern Abbey. The farm is within the southern part of a very distinct block of large rectilinear fields that has seen some recent boundary loss. There is some roadside waste along Pill Street (the southern boundary of the HLCA) and also Whitewall (the eastern boundary). The raised channel of Mill Reen is located just to the east of this HLCA.	There would be no direct physical impact on any part of this HLCA. The effects on the settings of the historic field pattern towards the north-western part of the HLCA would be negligible.	Development impact on key elements is such that the value of the historic landscape area remains essentially unchanged.
Score: 7	Score: 1	Score: 1
Total Score for HLCA: $7 + 1 + 1 = 9$		
Overall significance of impact for HLCA: Slight		

Table E10 – Overall Significance of Impact on HLCA 011 Caldicot Moor (Figure 21)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA comprises an area that was amongst the	There is a small amount of temporary landtake within	Development impact on key elements is such that

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>final parts of the levels to be enclosed and reclaimed. This was achieved here through a Parliamentary Act of c. 1850 and the land here was formerly common grazing land. The resulting landscape is one characterised by a grid of square or rectangular fields and very straight green lanes. Some of these fields contain earthwork evidence of the sinuous drainage channels that were present prior to enclosure.</p> <p>Boundary loss has occurred within this HLCA, particularly in the eastern part, along with the substantial disruption of the M4 motorway including the toll plaza for the Second Severn Crossing. There is no settlement within the HLCA.</p> <p>In the very western part of the HLCA two elements of a relict sea wall adjacent to Collister Pill are now a single Scheduled Monument.</p>	<p>the northern edge of this HLCA but this is along the embankment of the present M4 motorway. The effects on the settings of the historic field pattern towards the north-western part of the HLCA would be negligible as the new section of motorway is on the other side of the motorway and adjacent to the existing motorway.</p>	<p>the value of the historic landscape area remains essentially unchanged.</p>
Score: 9	Score: 1	Score: 1
Total Score for HLCA: 9 + 1 + 1 = 11		
Overall significance of impact for HLCA: Moderate		

Table E11 – Overall Significance of Impact on HLCA 015 Eastern St Brides (Figures 10, 11)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>This HLCA is extensive and includes the coastal strip as well as areas further inland. As such it represents a landscape that formed over a considerable period of time with successive episodes of enclosure and</p>	<p>There would be loss of land right through the northern part of this HLCA. The land to the north would be severed from the main part of the historic landscape and may become more vulnerable to development pressures,</p>	<p>Development impact on key elements is such that there is an appreciable reduction in value of the historic landscape area.</p>

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>reclamation. Fields are mostly small and irregular with some small blocks of regular fields scattered throughout the HLCA.</p> <p>The main settlement is St Brides Wentloog in the south-west corner of the HLCA, where the church is listed at Grade II* (LB024). The West Usk Lighthouse on the coast is listed at Grade II. There are earthworks in a couple of locations that could represent abandoned settlements, probably dispersed farmsteads similar to those that remain present.</p>	<p>although the railway could represent a constraint beyond which development would not extend.</p> <p>There would also be effects on the setting of the historic field pattern and on the settings of historic buildings around Fair Orchard Farm.</p>	
Score: 8	Score: 6	Score: 6
Total Score for HLCA: 8 + 6 + 6 = 20		
Overall significance of impact for HLCA: Fairly Severe		

Table E12 – Overall Significance of Impact on HLCA 016 Western St Brides (Figure 22)

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
<p>This HLCA includes land that was possibly amongst the earliest to be enclosed within the levels. It covers an extensive area of coast along with some inland areas. In places the fields are long, narrow and rectilinear and across the HLCA field boundaries are straight. This was formerly open moor enclosed during the medieval period although some of the main drainage elements could be as early as Roman in date.</p> <p>The historic settlement pattern is one of dispersed farmsteads with some more recent linear roadside development.</p> <p>There has been some</p>	<p>No loss of land or physical impact on any of the key elements, but there would be effects on the setting of the historic field pattern in the northern part of the HLCA. This would be fairly limited as the new section of motorway would be located on the other side of the railway to this HLCA.</p>	<p>Development impact on key elements is such that the value of the historic landscape area remains essentially unchanged.</p>

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
boundary loss as a result of agricultural improvement and also some quite large developments such as a golf course that have also changed the character of the historic landscape at those locations.		
Score: 7	Score: 1	Score: 1
Total Score for HLCA: $7 + 1 + 1 = 9$		
Overall significance of impact for HLCA: Slight		

Table E13 – Overall Significance of Impact on HLCA 020 Marshfield/Coedkernew (Figures 12, 13)

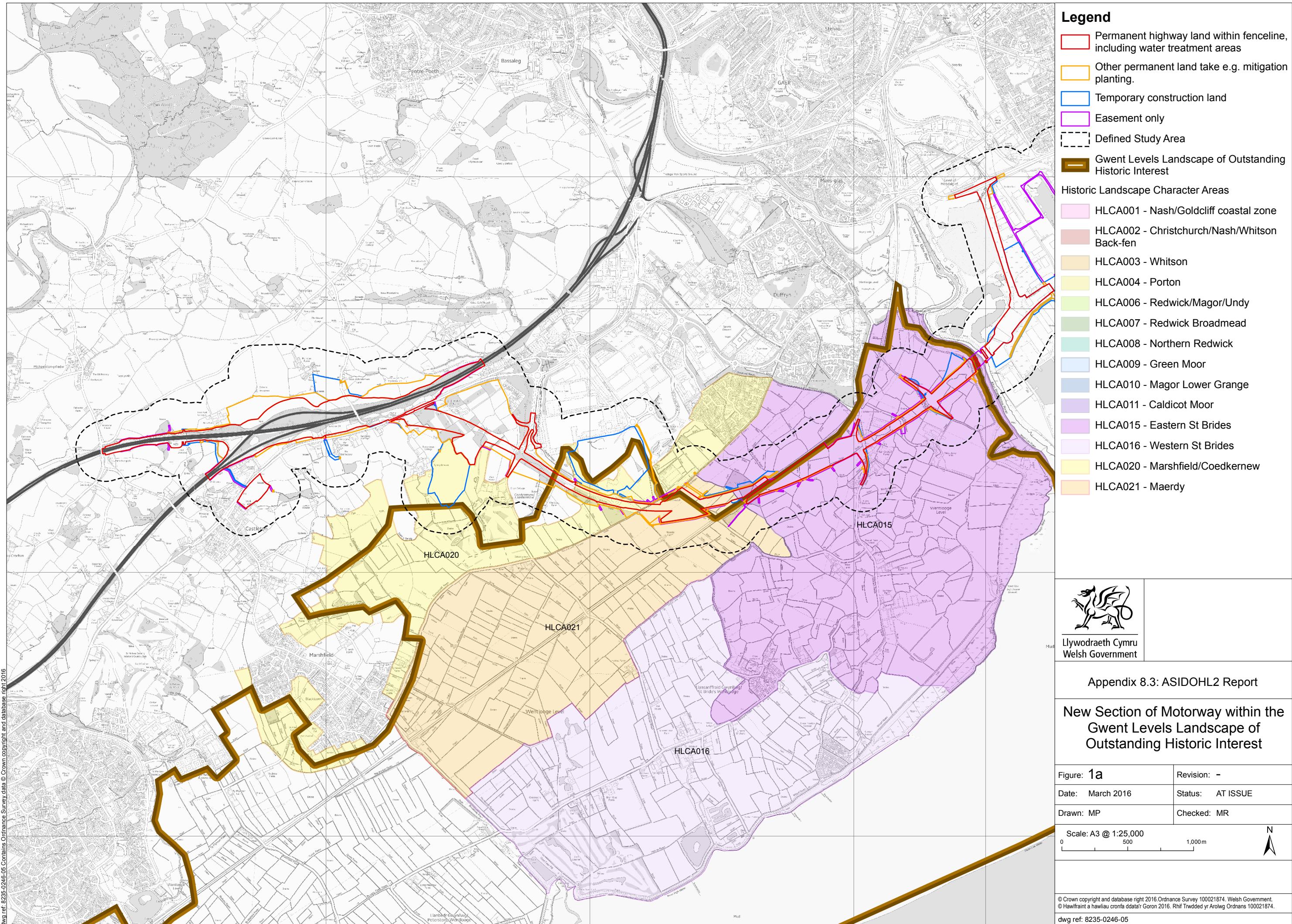
Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA includes the lowest-lying of all parts of the levels, including back-fen and also fen edge land. It was probably enclosed and drained in the medieval period although the combined Drenwydd/Percoed Reen which forms the southern boundary of the HLCA could be earlier. This is a 'catchwater' drain that channels water from the uplands into the nearby Broadway Reen and on to the coast. Fields are mixed but mostly regular with distinct blocks of rectangular examples. There has been some recent boundary loss and also some development including a golf course near to Coedkernew and residential development at the eastern end of the HLCA. Historic settlement is mainly dispersed farmsteads with the main foci of Marshfield and Coedkernew actually	There would be some loss of land in the eastern part of the HLCA. The remaining part of the HLCA to the east would be severed from the main part of the HLCA may become more vulnerable to development pressure, although this pressure already exists and the new section of motorway would not really exacerbate the situation. There would also be effects on the setting of the historic field pattern within the eastern part of the HLCA.	Development impact on key elements is such that there is an appreciable reduction in value of the historic landscape area.

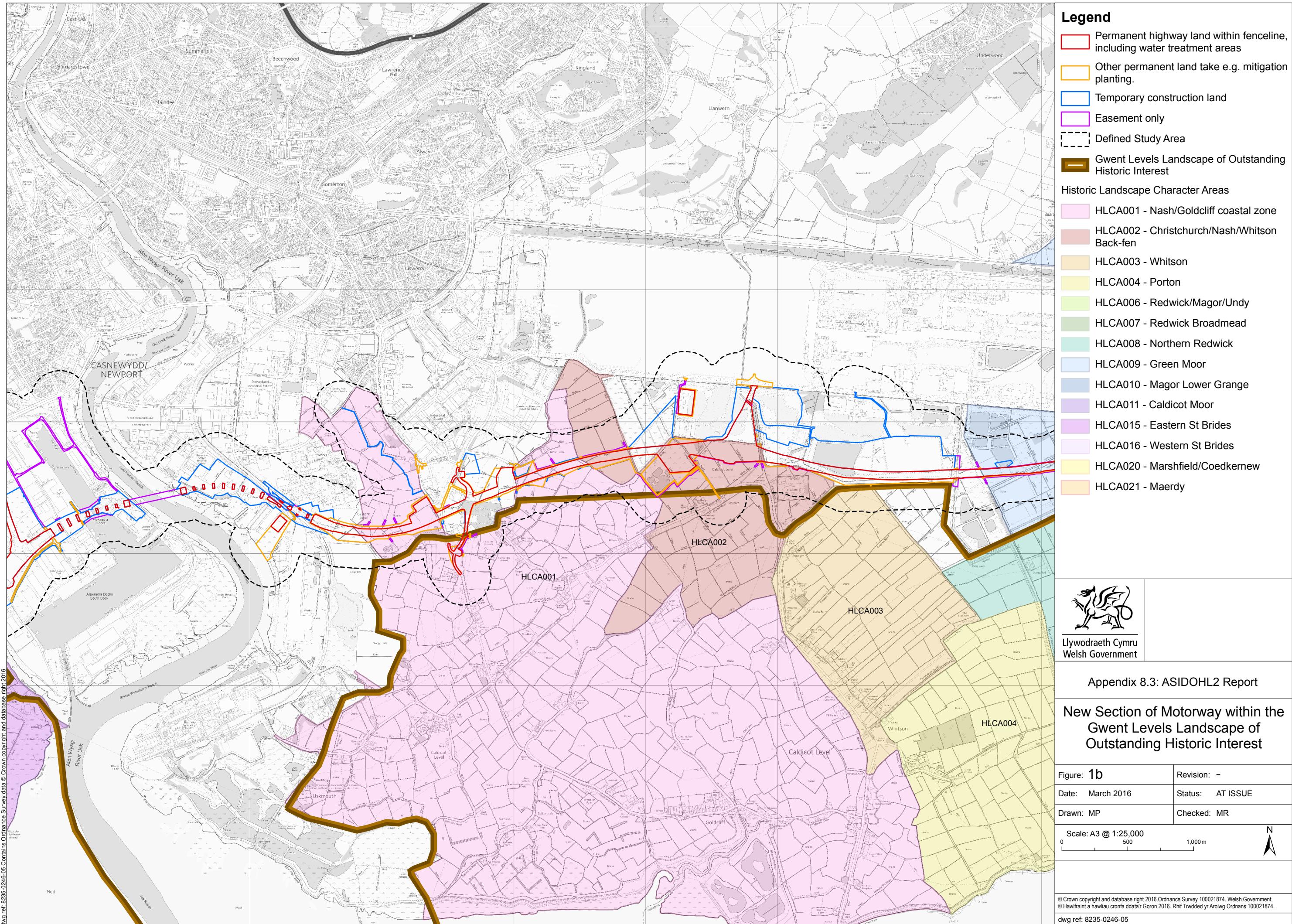
Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
located just outside the HLCA.		
Score: 7	Score: 5	Score: 4
Total Score for HLCA: $6 + 5 + 4 = 15$		
Overall significance of impact for HLCA: Moderate		

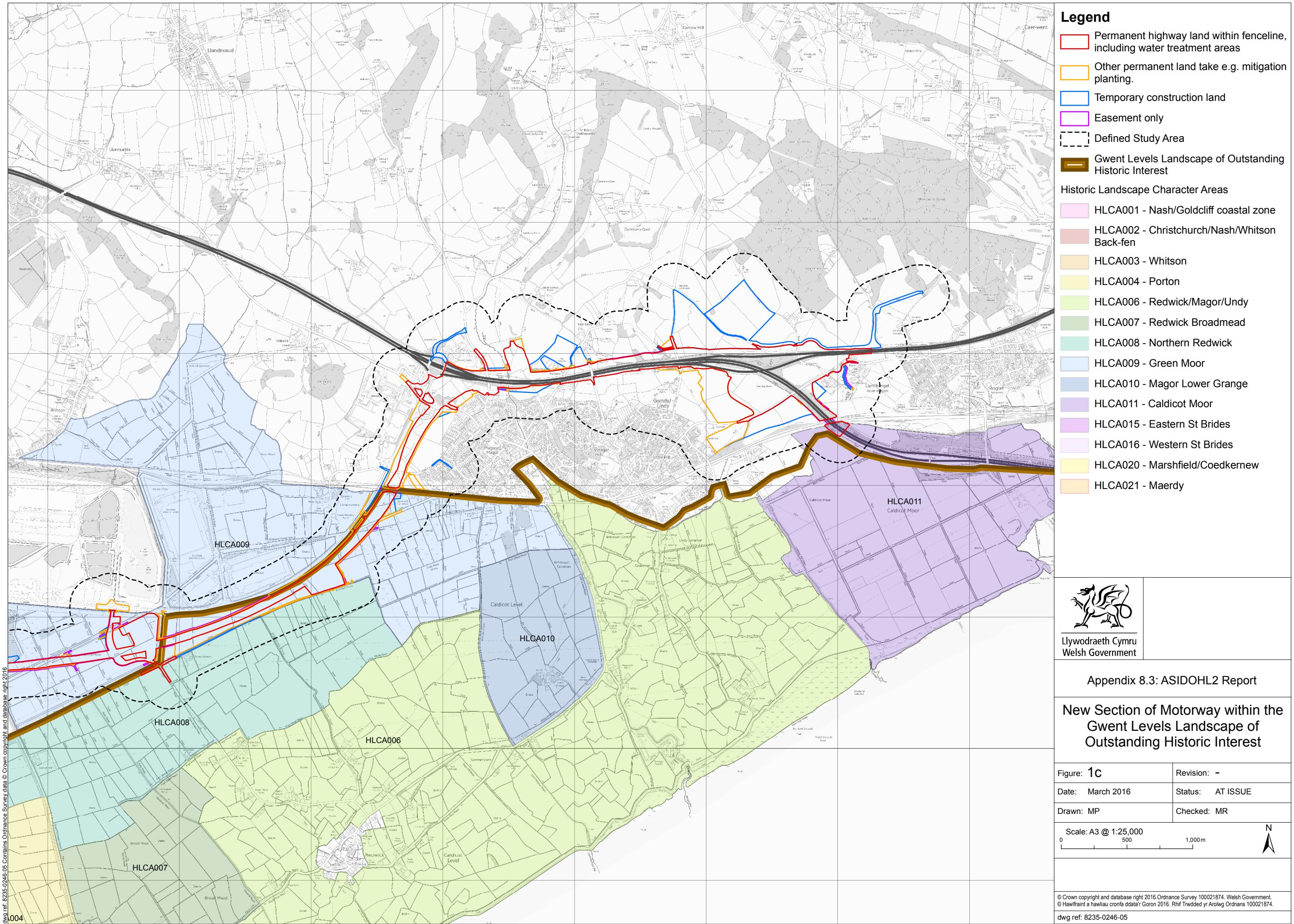
Table E14 – Overall Significance of Impact on HLCA 021 Maerdy (Figures 14, 15)

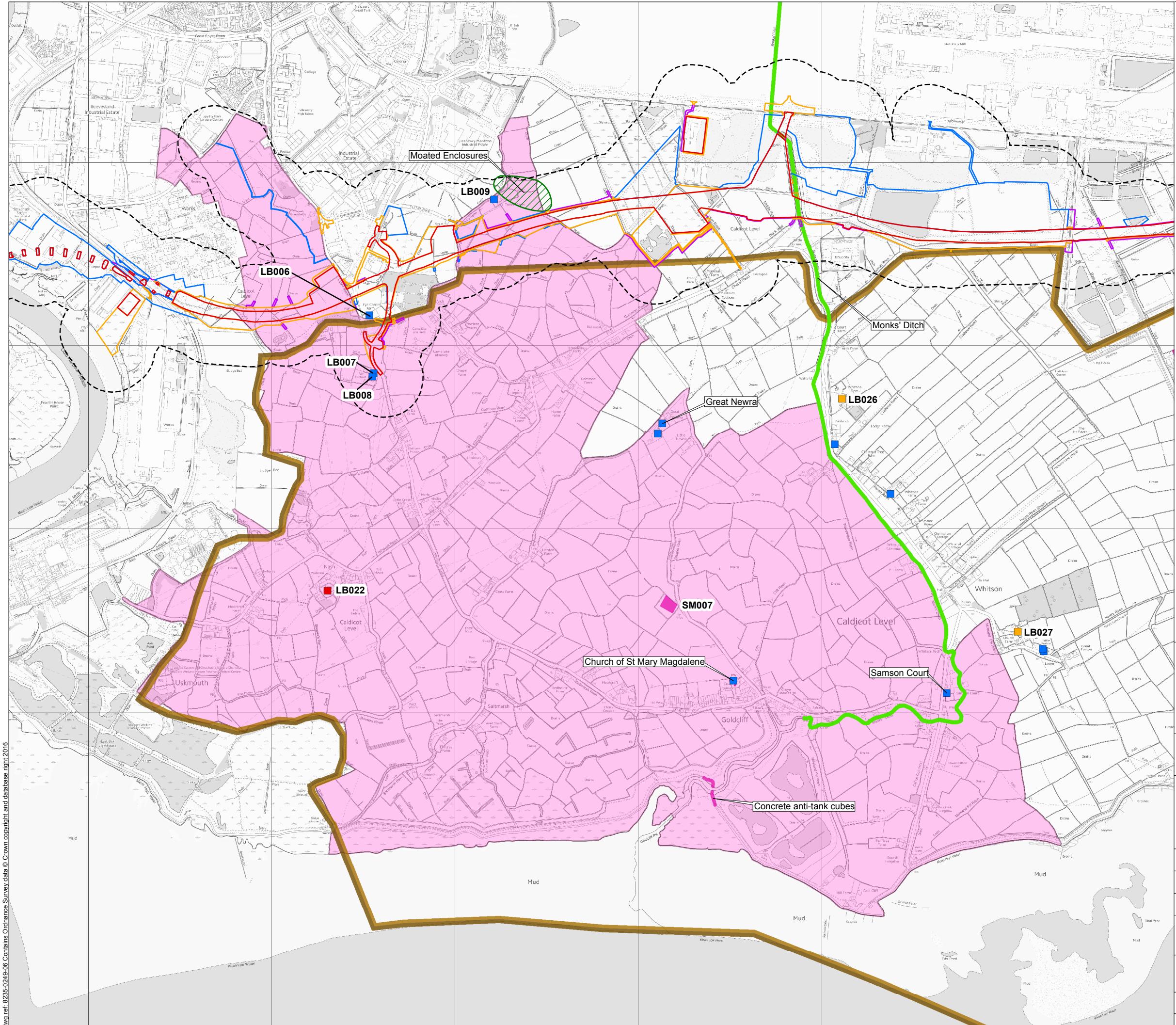
Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
This HLCA forms a distinct area between the higher coastal land and the lower-lying back-fen. It is characterised in some places by blocks of long narrow rectilinear fields and in other areas by larger rectangular fields. Overall this represents several separate episodes of enclosure and reclamation of a former open moor. Two farmsteads are present – Hawse Farm and Maerdy Farm – and each can be associated with adjacent blocks of fields. The northern boundary is formed by the 'catchwater drain' of Drenewydd/Percoed Reen which could be an early drainage feature in this part of the levels. The place-name of 'Maerdy' (medieval Reeve's house) suggests that this may be linked to formal control of the grazing on the pre-drained moor.	There would be some loss of land in the very eastern part of the HLCA. A very small part of the HLCA to the east would be severed from the main part of the HLCA may become more vulnerable to development pressures, although this part of the HLCA is outside the designated LOHI. There would also be effects on the setting of the historic field pattern within the eastern part of the HLCA, in an area which has seen some recent boundary loss, and on the setting of the historic Maerdy Farm.	Development impact on key elements is such that there is an appreciable reduction in value of the historic landscape area.
Score: 7	Score: 3	Score: 4
Total Score for HLCA: $7 + 3 + 4 = 14$		
Overall significance of impact for HLCA: Moderate		

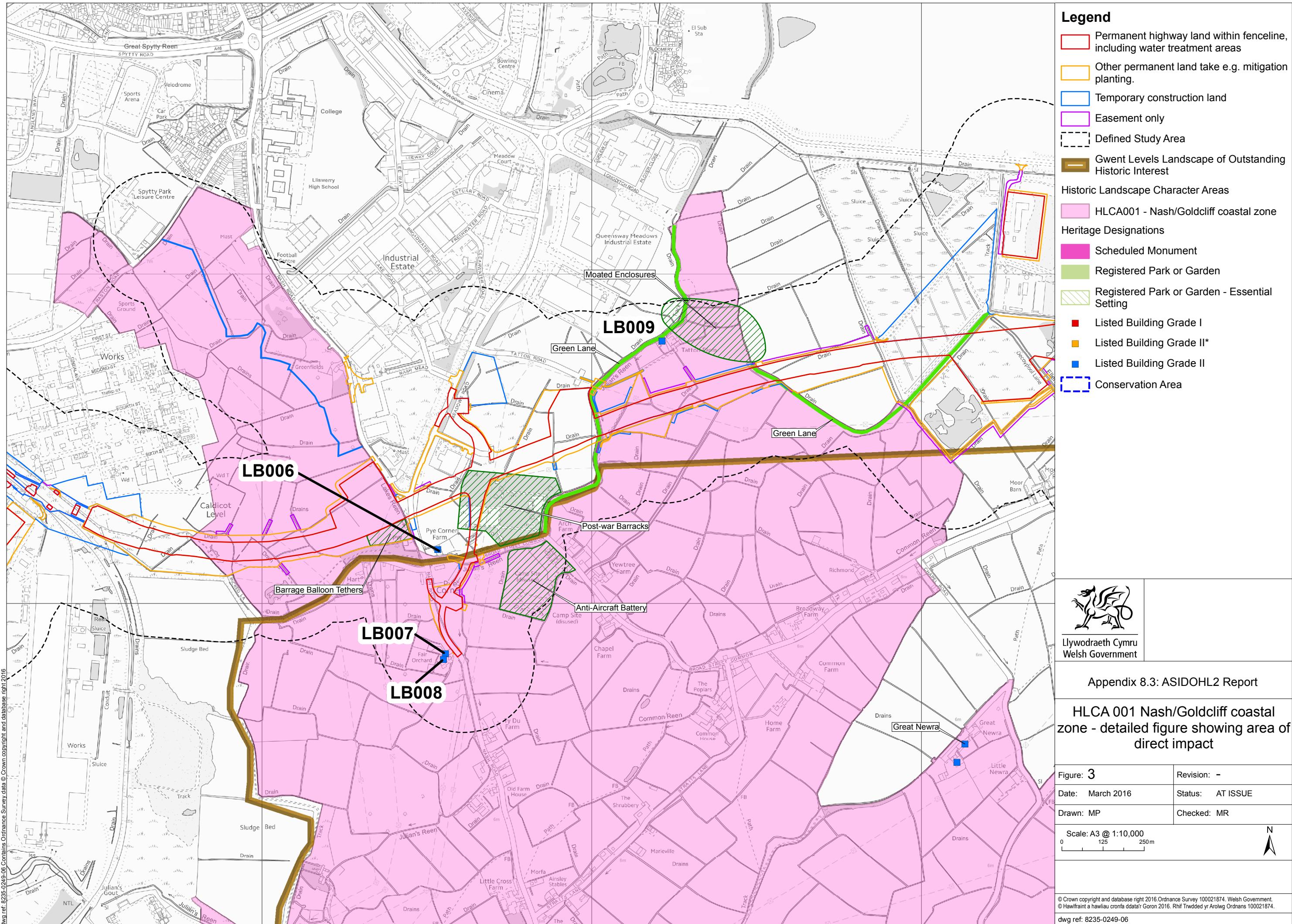
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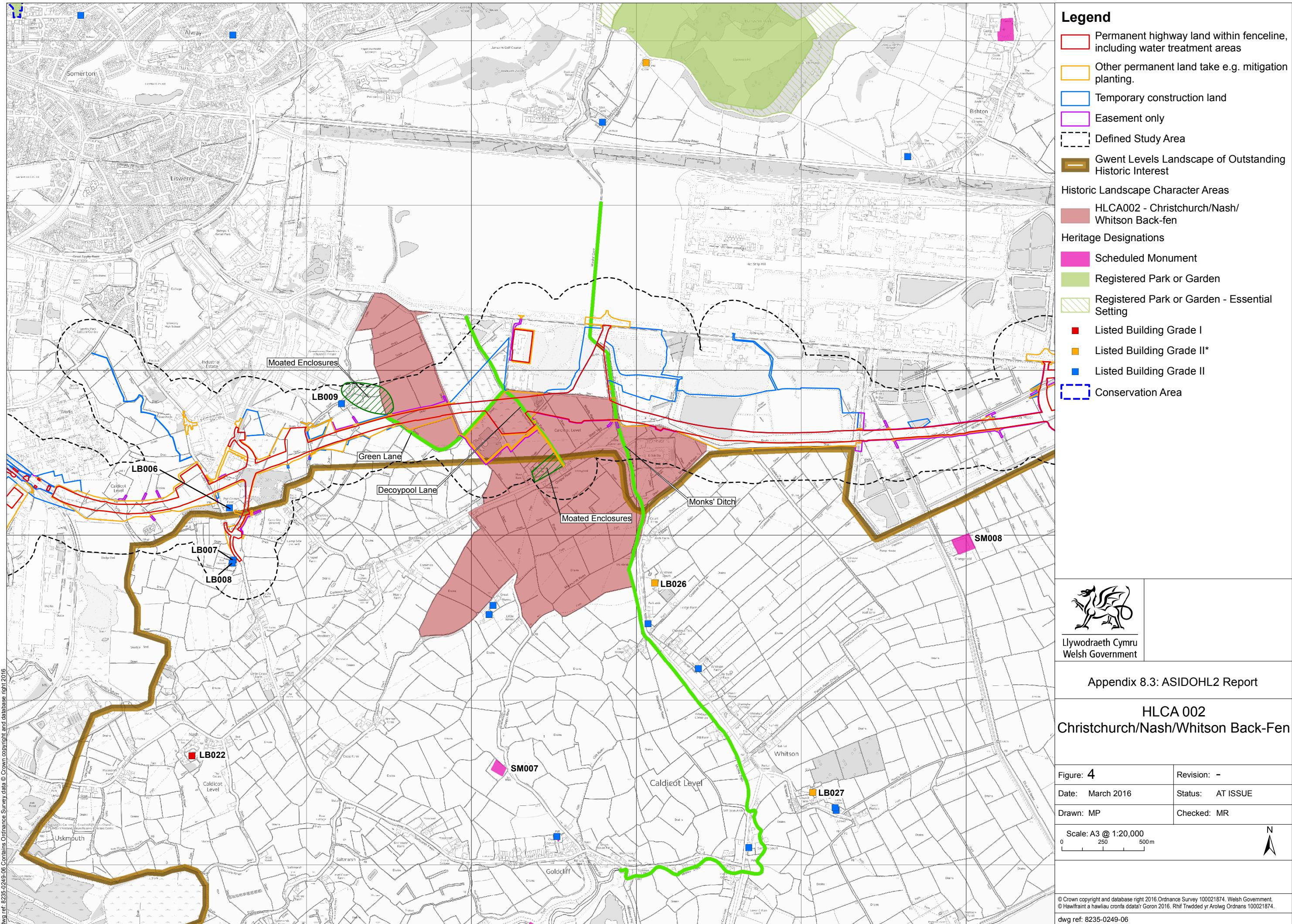


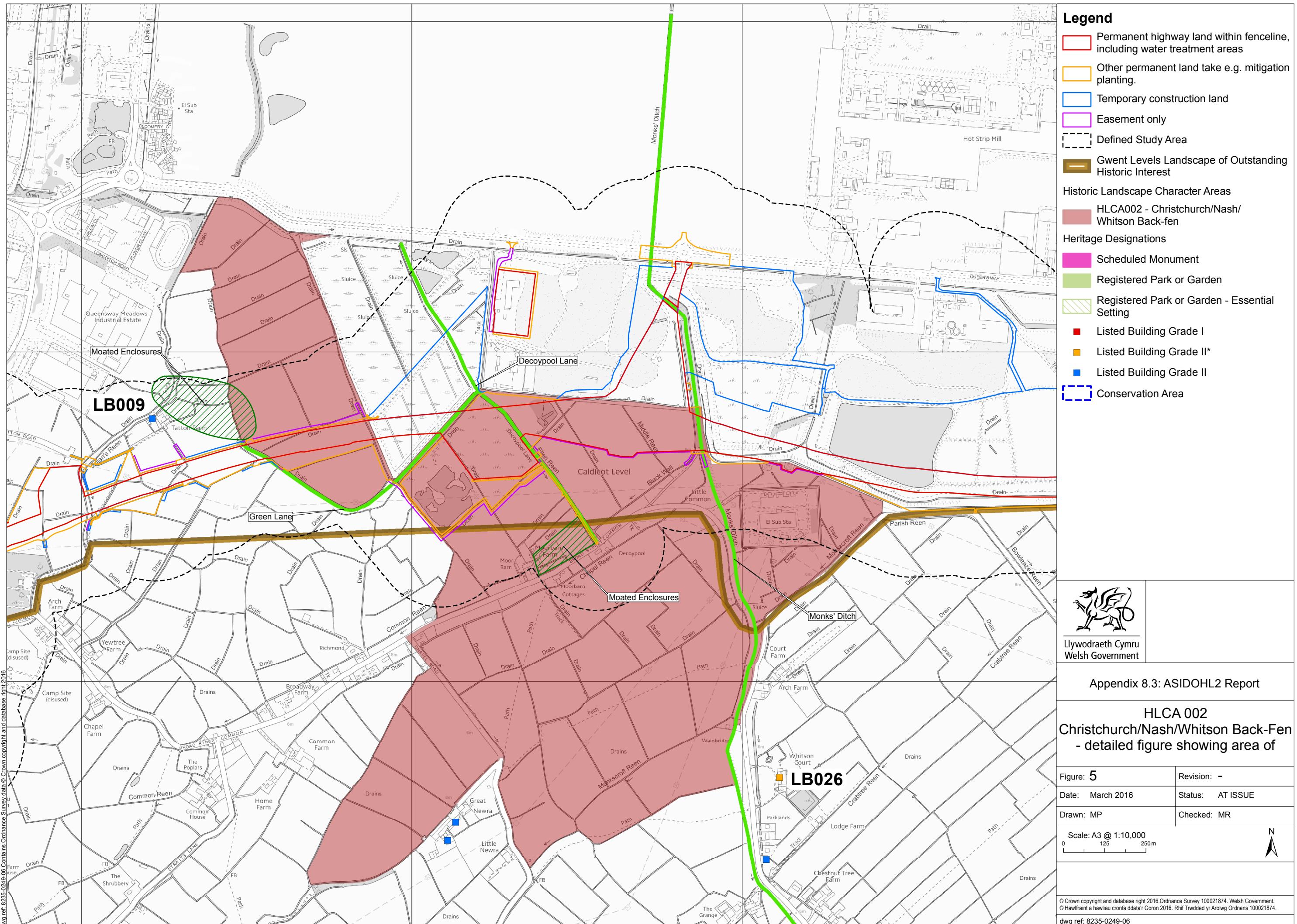


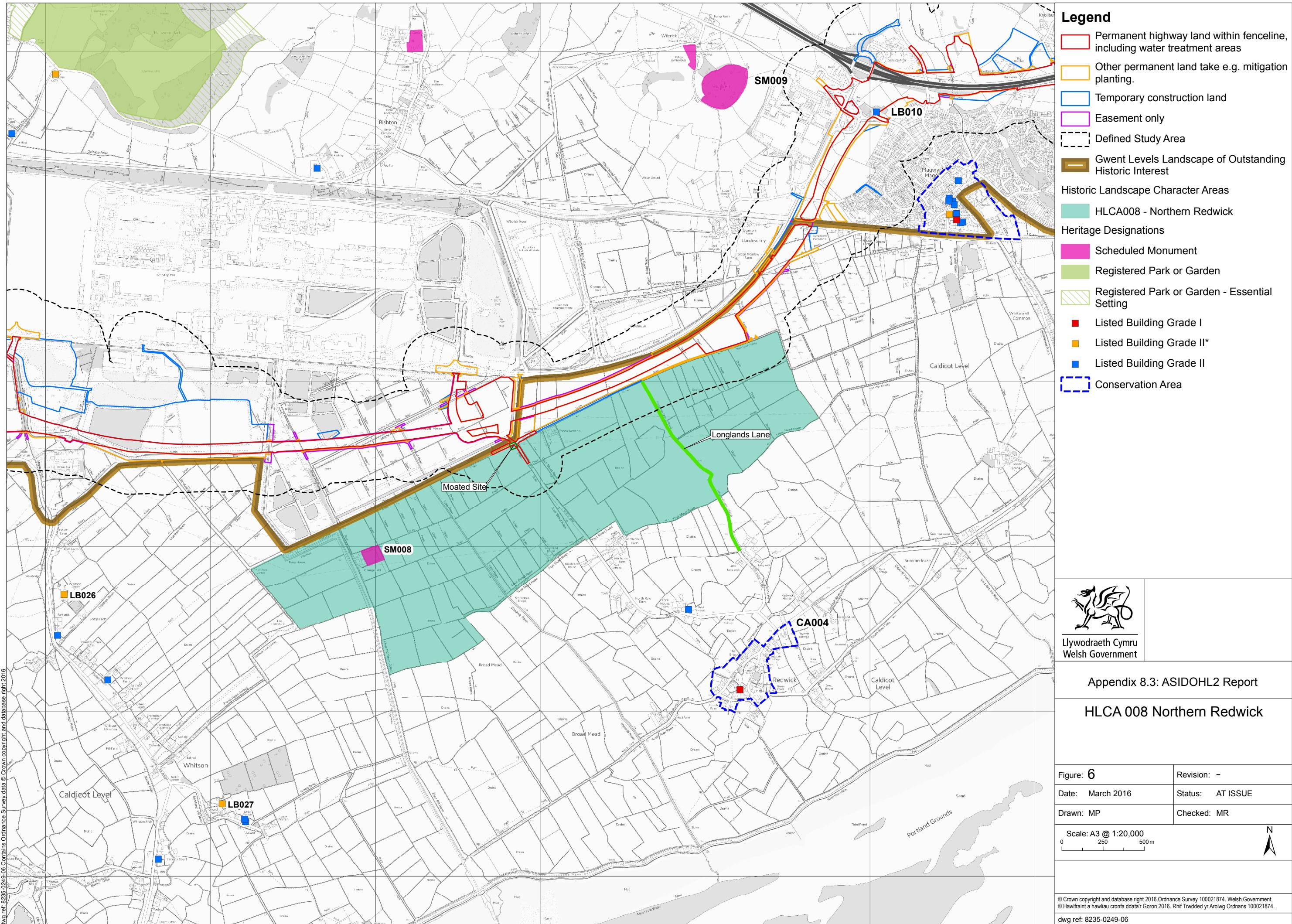


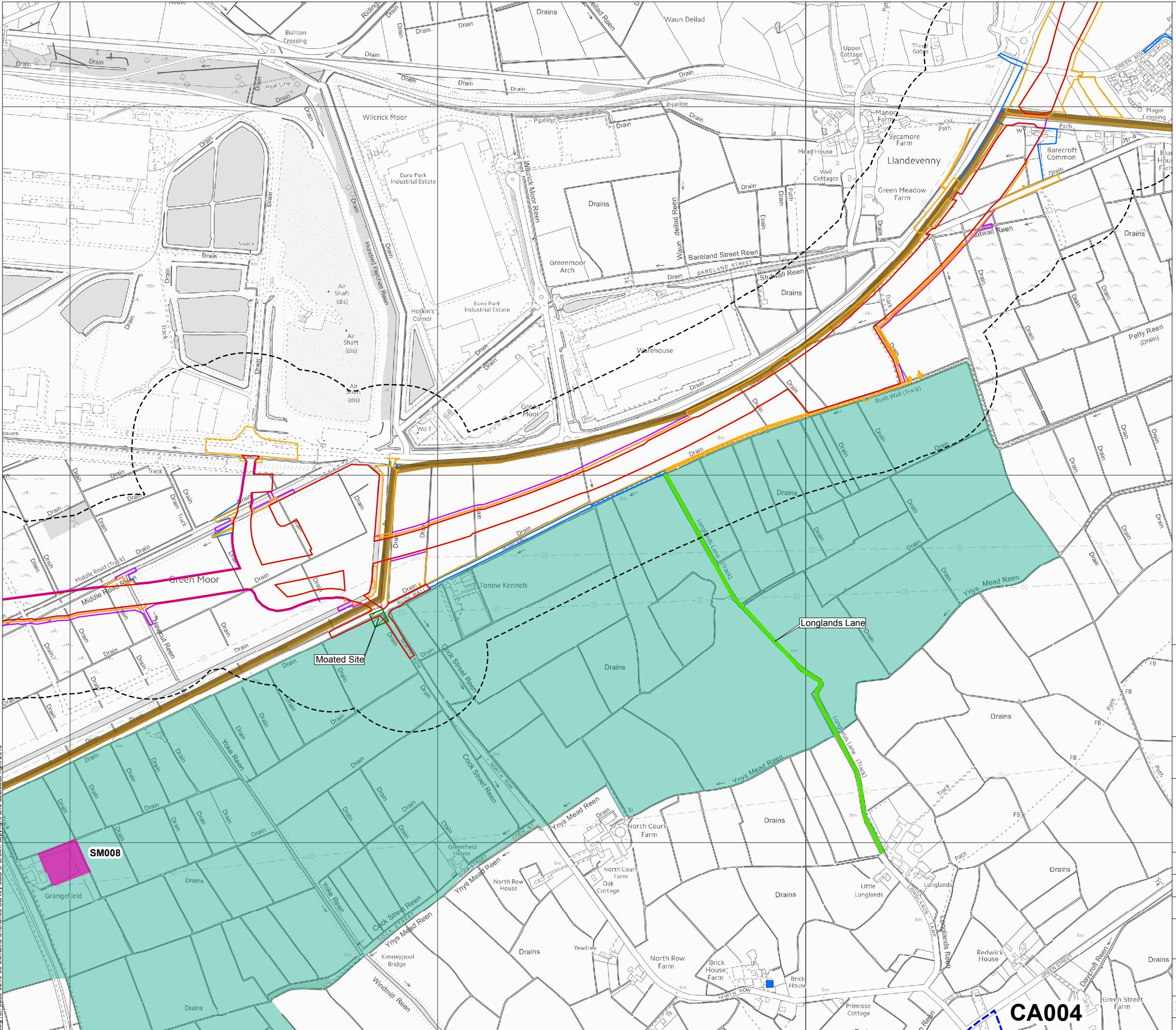












- Legend**
- Permanent highway land within fenceline, including water treatment areas
 - Other permanent land take e.g. mitigation planting.
 - Temporary construction land
 - Easement only
 - Defined Study Area
 - Gwent Levels Landscape of Outstanding Historic Interest
 - Historic Landscape Character Areas
 - HLCA008 - Northern Redwick
 - Heritage Designations
 - Scheduled Monument
 - Registered Park or Garden
 - Registered Park or Garden - Essential Setting
 - Listed Building Grade I
 - Listed Building Grade II*
 - Listed Building Grade II
 - Conservation Area

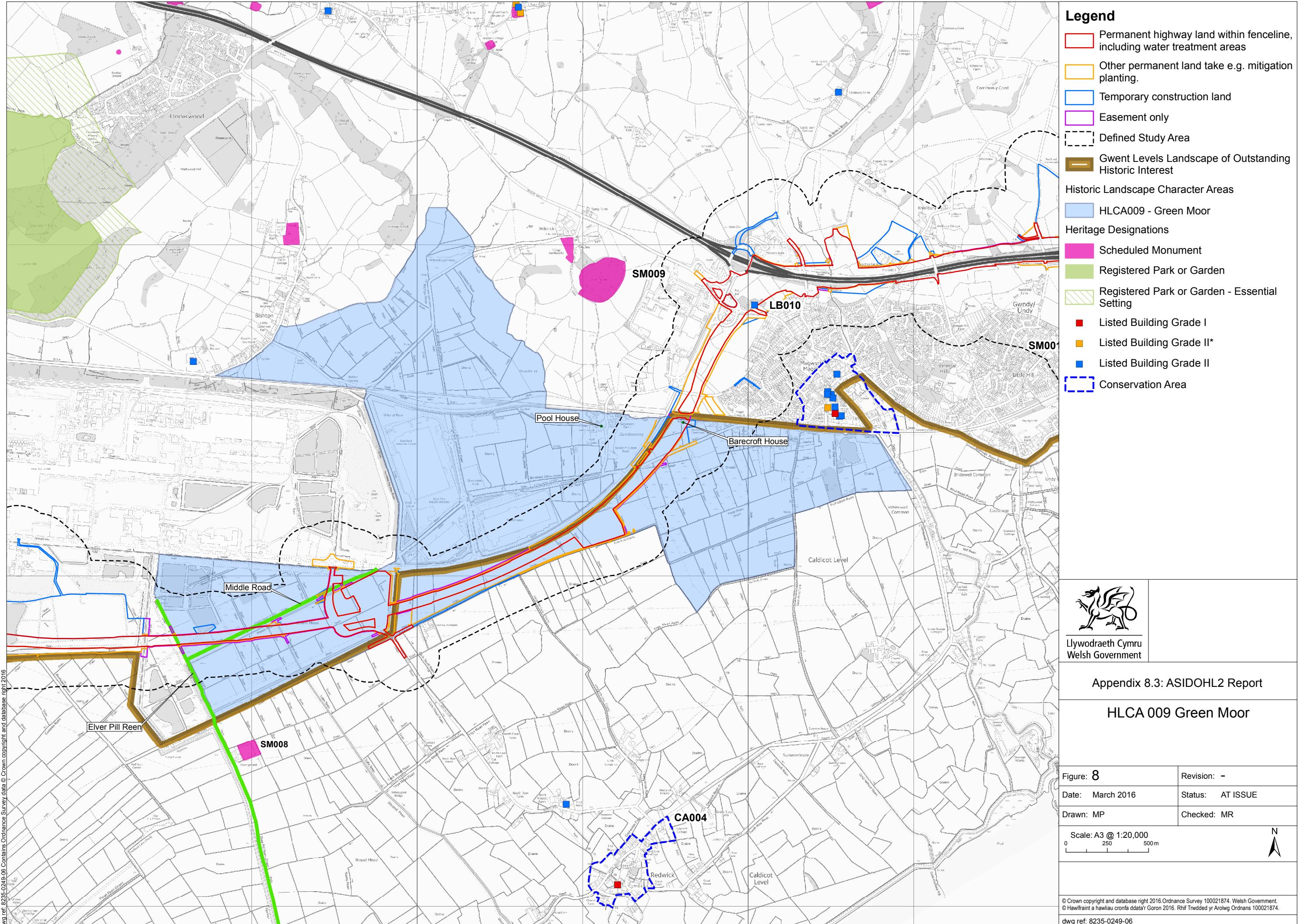


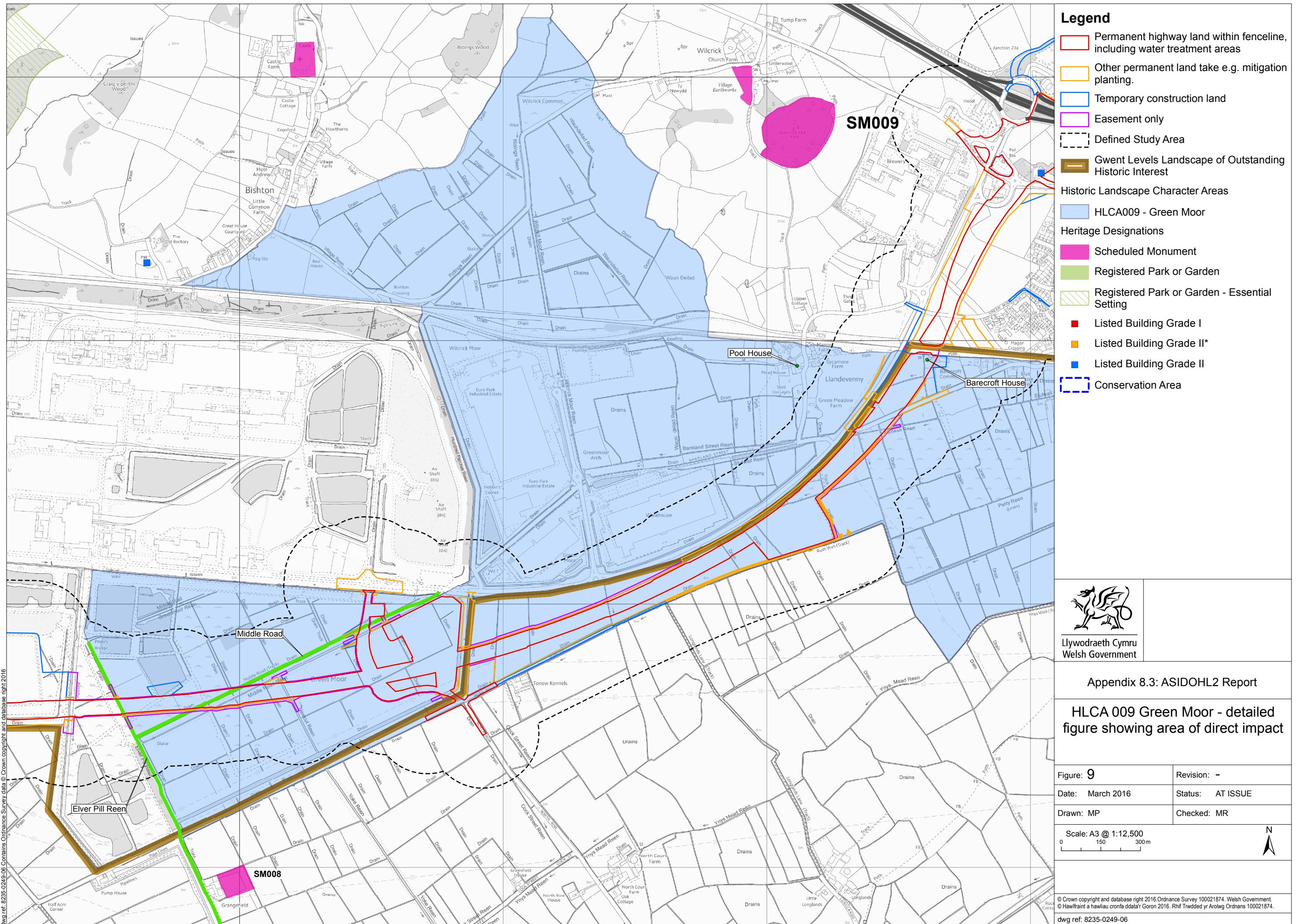
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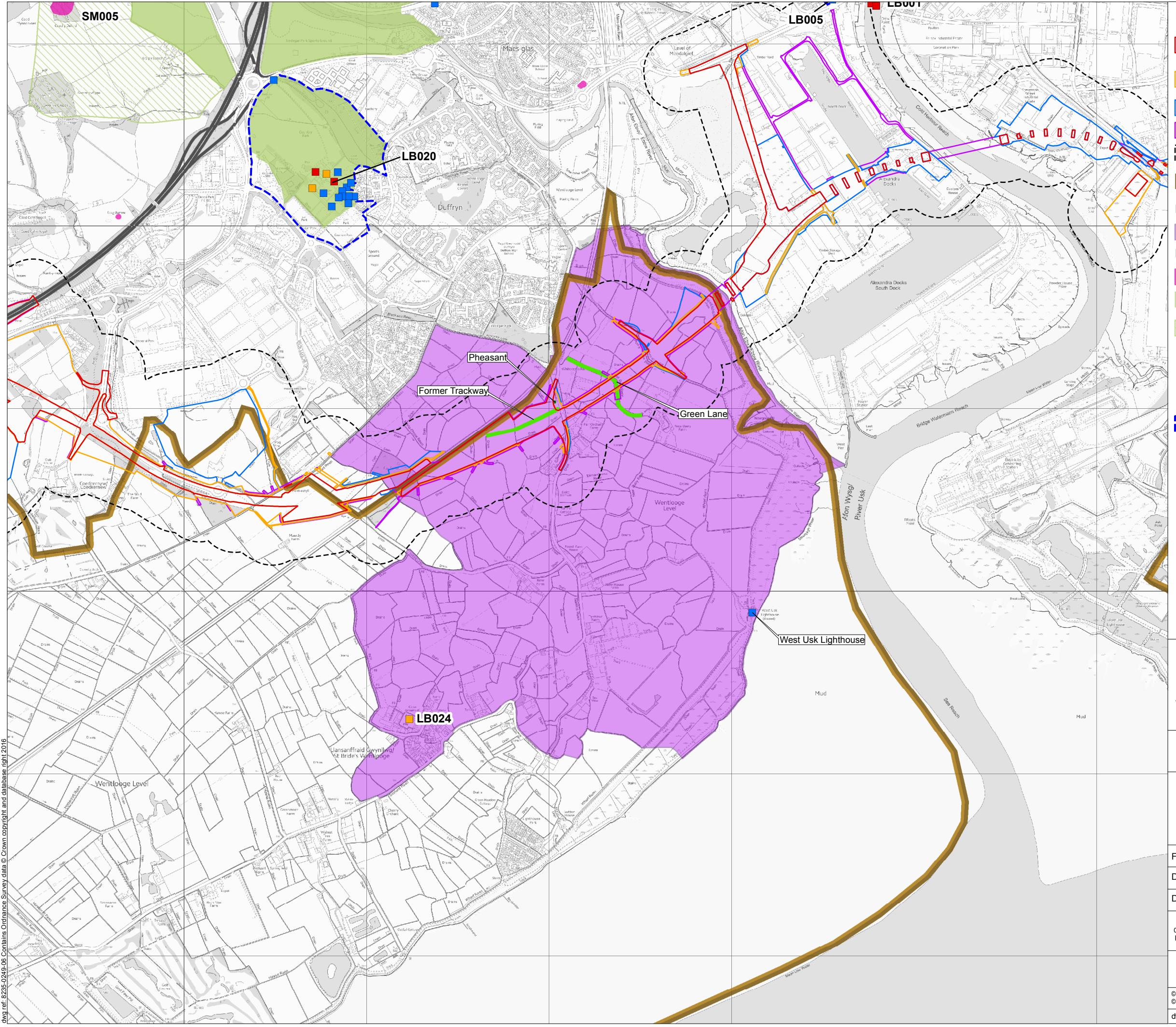
Appendix 8.3: ASIDOHL2 Report

HLCA 008 Northern Redwick - detailed figure showing area of direct impact

Figure: 7	Revision: -
Date: March 2016	Status: AT ISSUE
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dwg ref: 8235-0249-06	





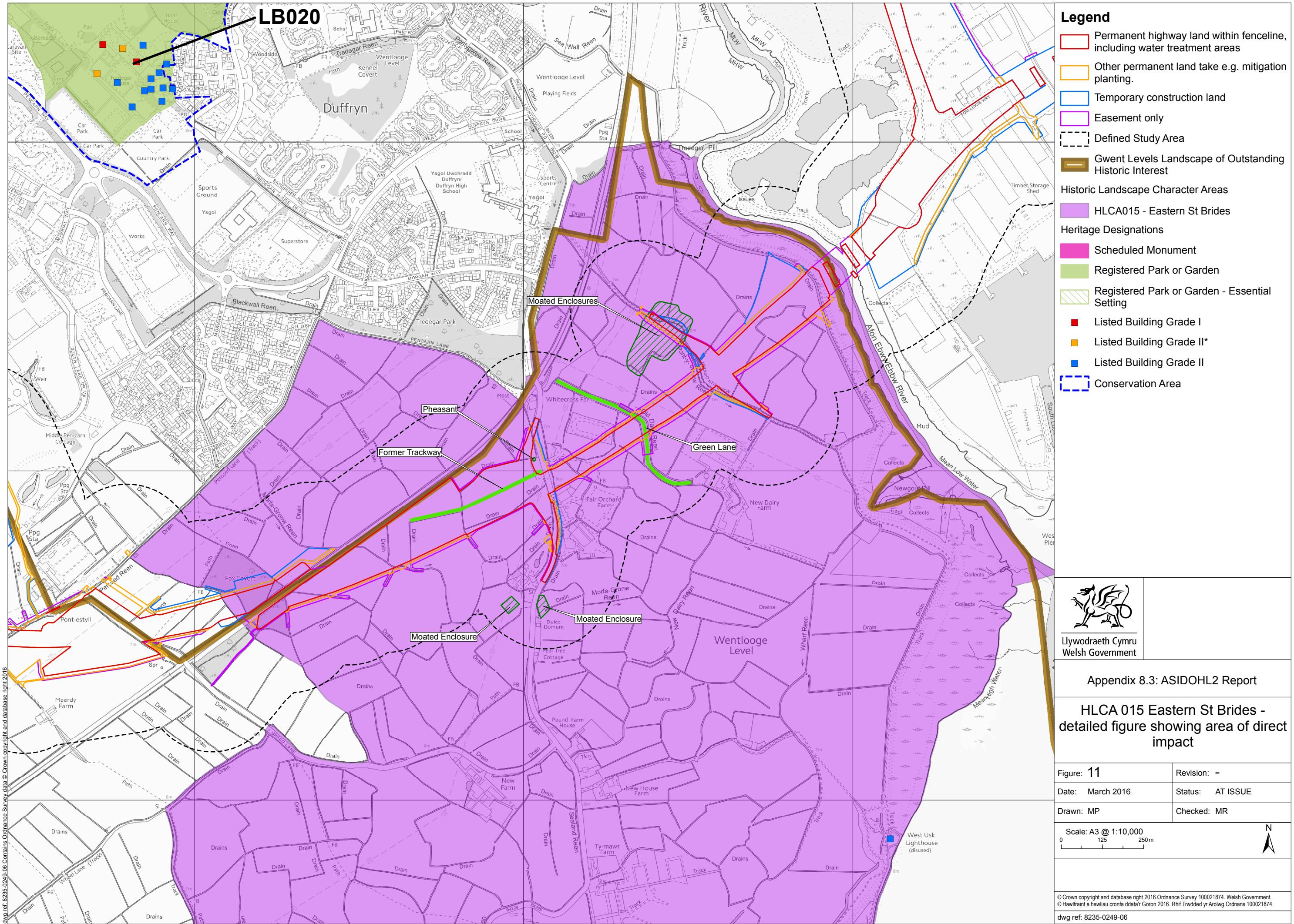


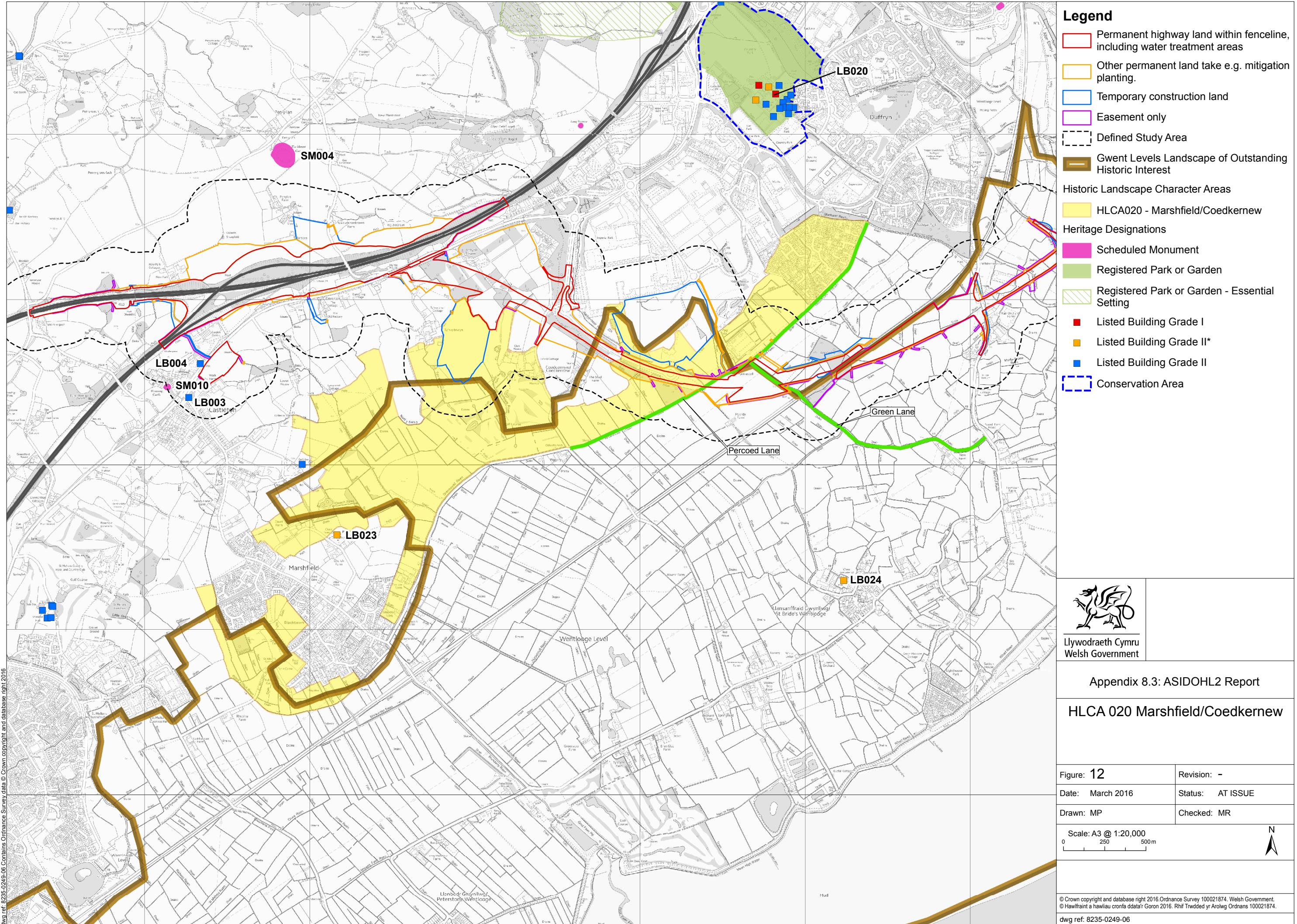
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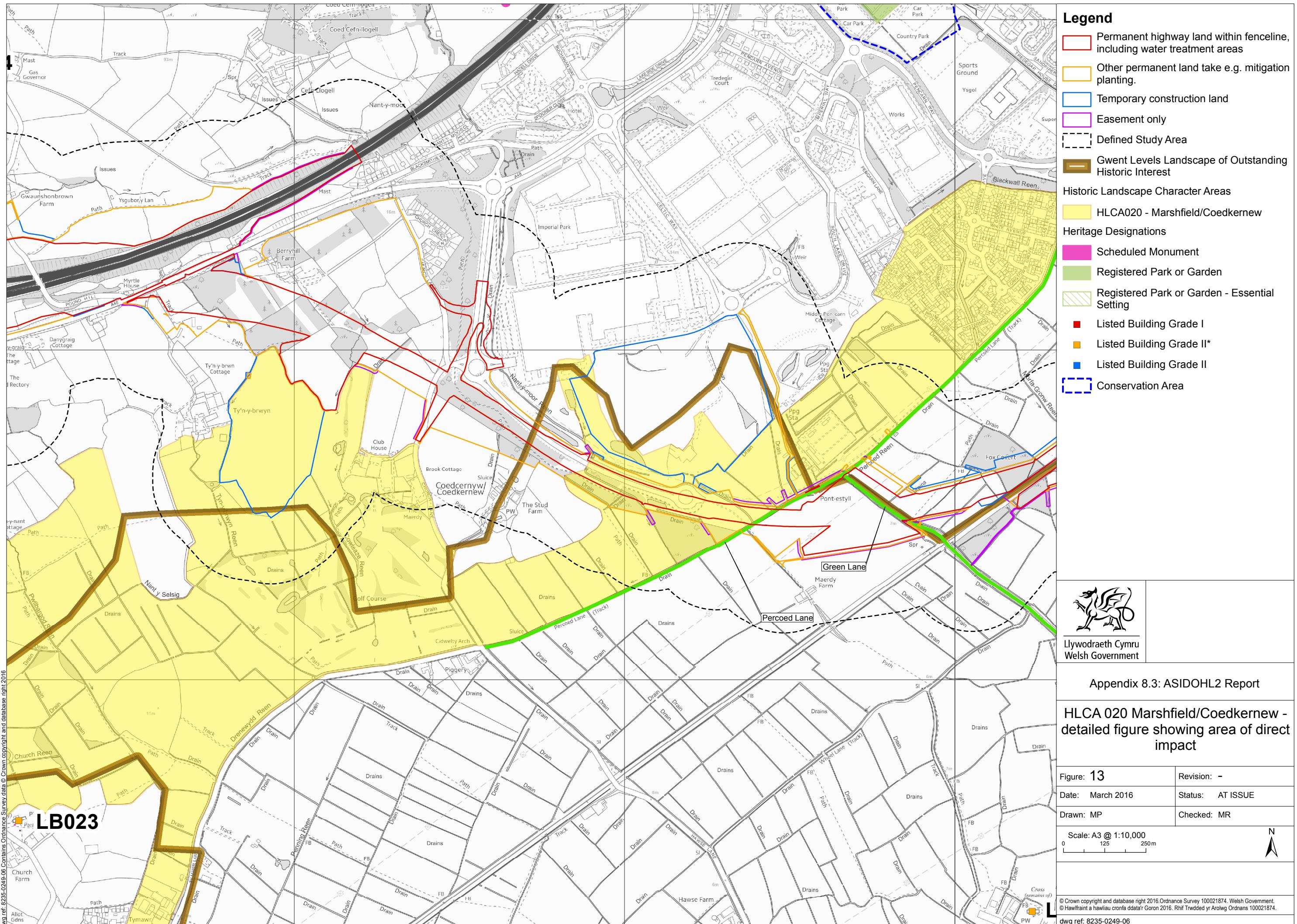
Appendix 8.3: ASIDOLH2 Report

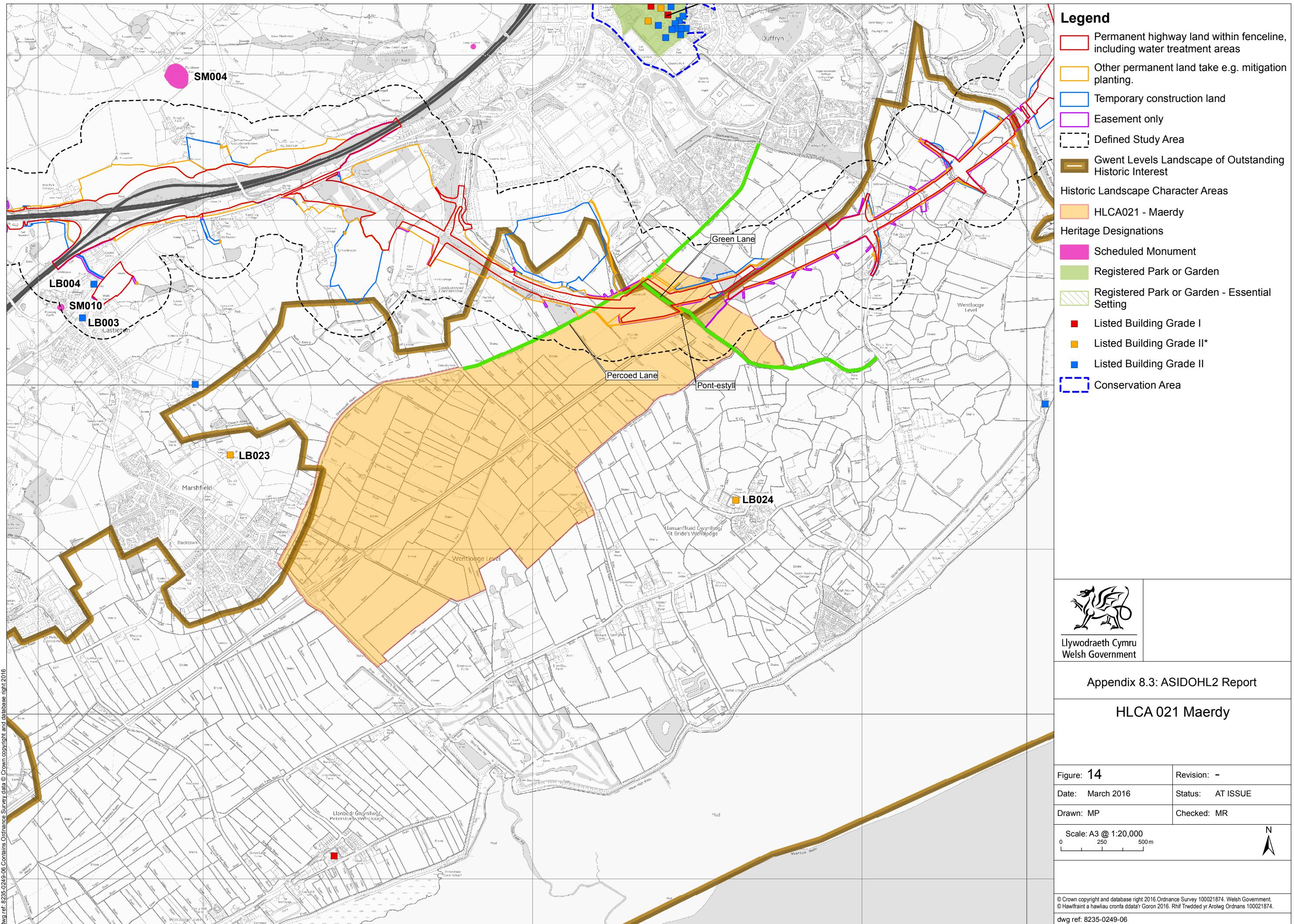
HLCA 015 Eastern St Brides

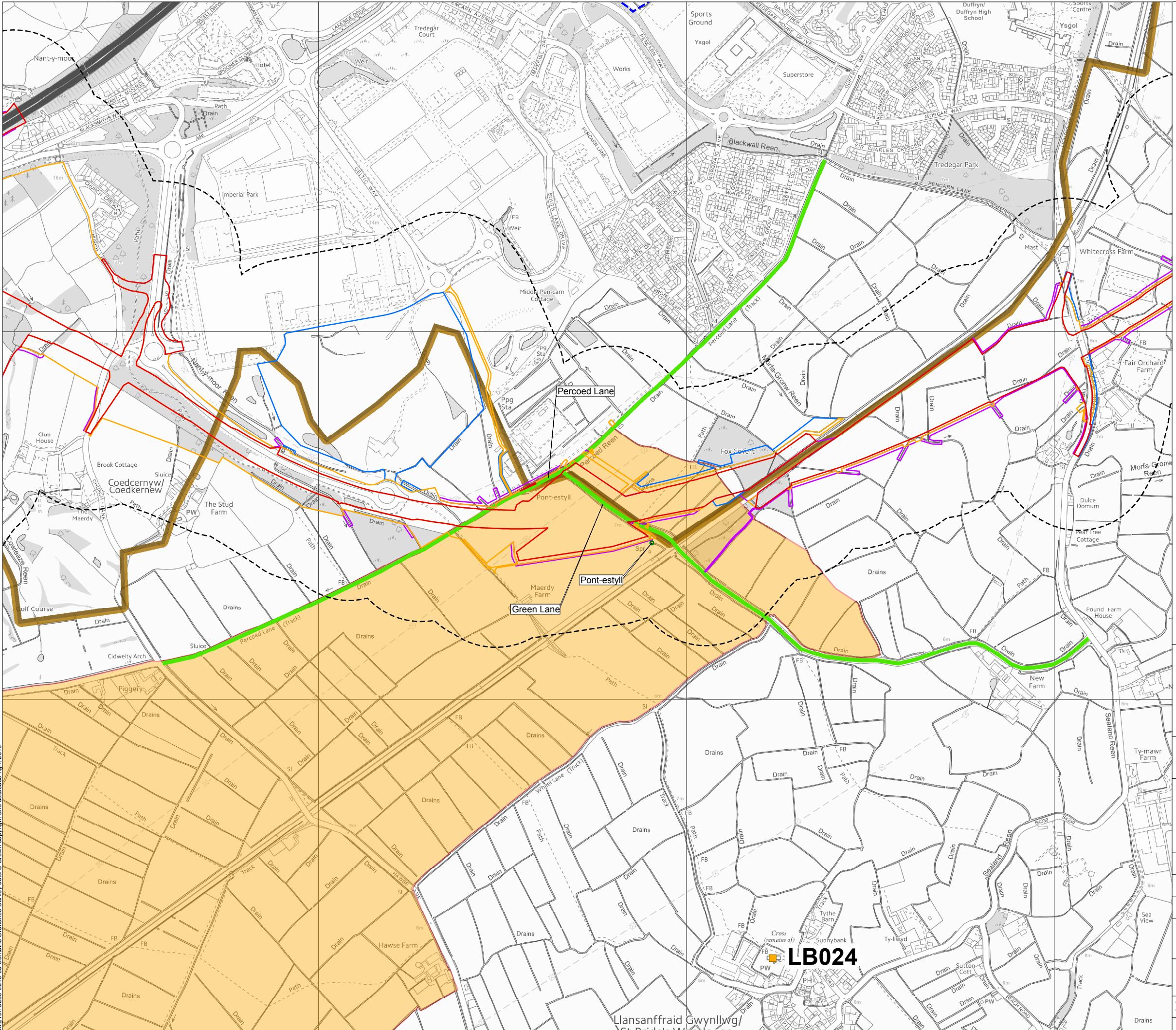
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Date: March 2016	Status: AT ISSUE	
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- Legend**
- Permanent highway land within fenceline, including water treatment areas
 - Other permanent land take e.g. mitigation planting.
 - Temporary construction land
 - Easement only
 - Defined Study Area
 - Gwent Levels Landscape of Outstanding Historic Interest
 - Historic Landscape Character Areas
 - HLCA021 - Maerdy
 - Heritage Designations
 - Scheduled Monument
 - Registered Park or Garden
 - Registered Park or Garden - Essential Setting
 - Listed Building Grade I
 - Listed Building Grade II*
 - Listed Building Grade II
 - Conservation Area



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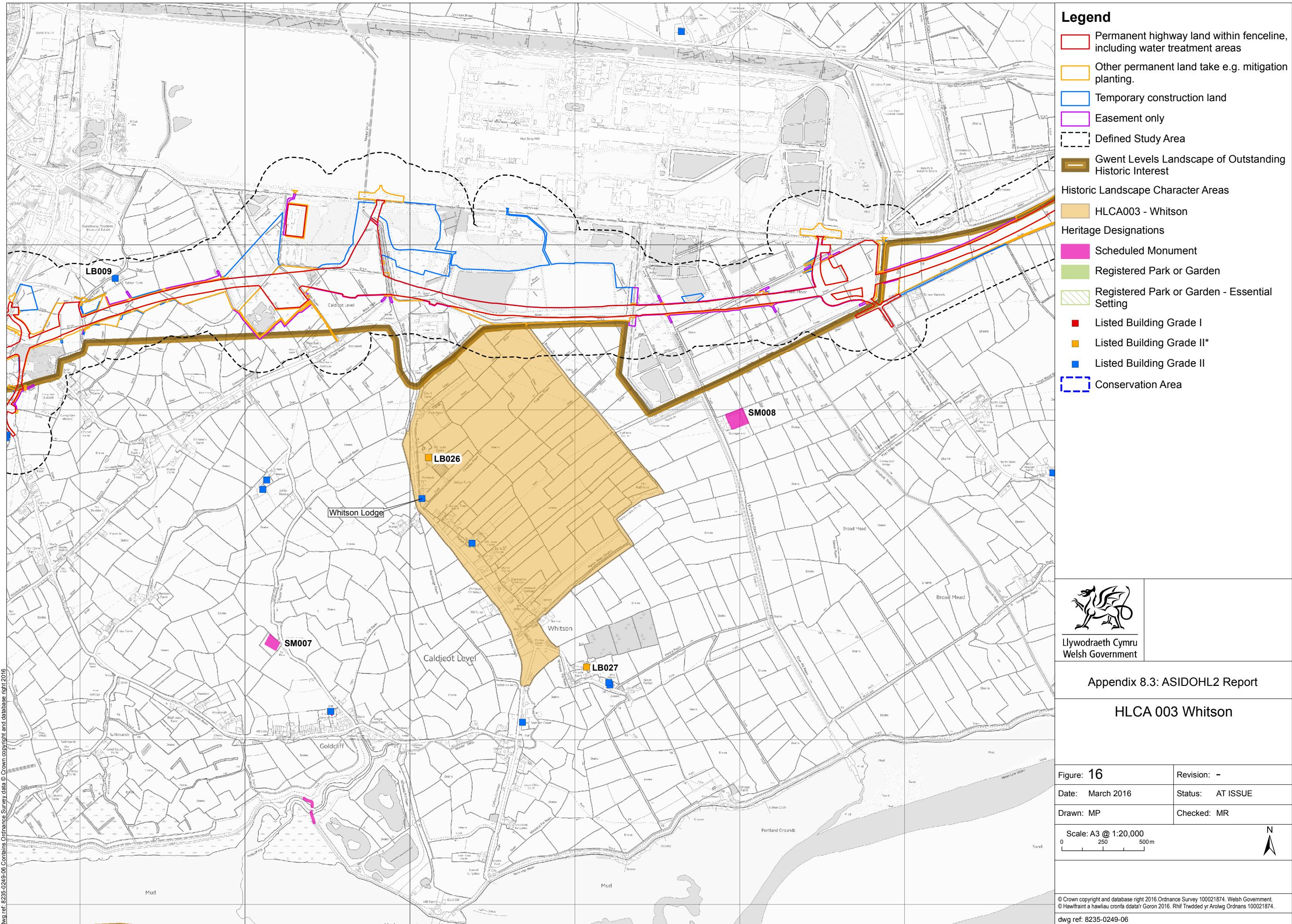
Appendix 8.3: ASIDOLH2 Report

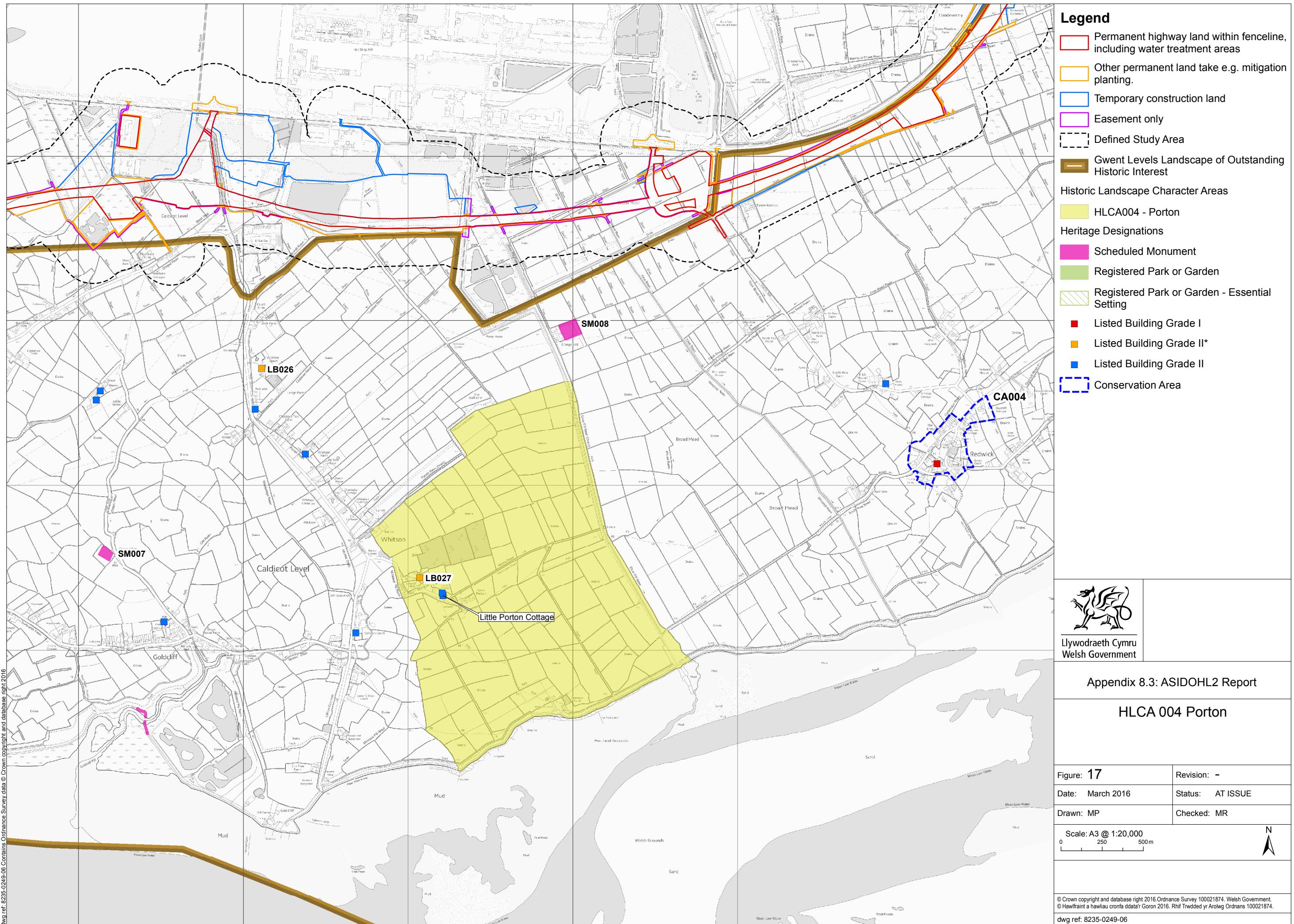
HLCA 021 Maerdy - detailed figure showing area of direct impact

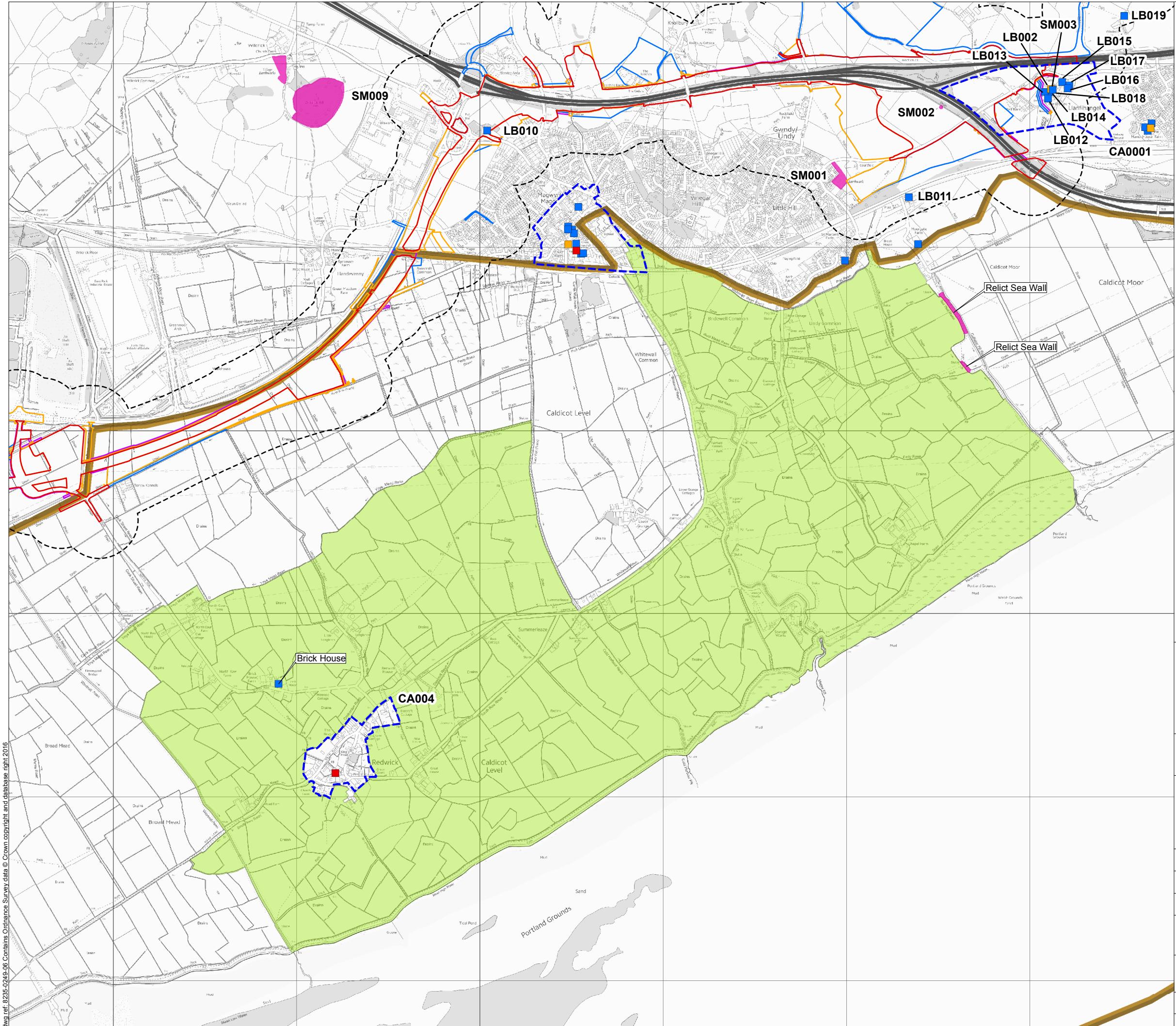
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Date: March 2016	Status: AT ISSUE
Drawn: MP	Checked: MR

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- Legend**
- Permanent highway land within fenceline, including water treatment areas
 - Other permanent land take e.g. mitigation planting.
 - Temporary construction land
 - Easement only
 - Defined Study Area
 - Gwent Levels Landscape of Outstanding Historic Interest
 - Historic Landscape Character Areas
 - HLCA006 - Redwick/Magor/Undy
 - Heritage Designations
 - Scheduled Monument
 - Registered Park or Garden
 - Registered Park or Garden - Essential Setting
 - Listed Building Grade I
 - Listed Building Grade II*
 - Listed Building Grade II
 - Conservation Area

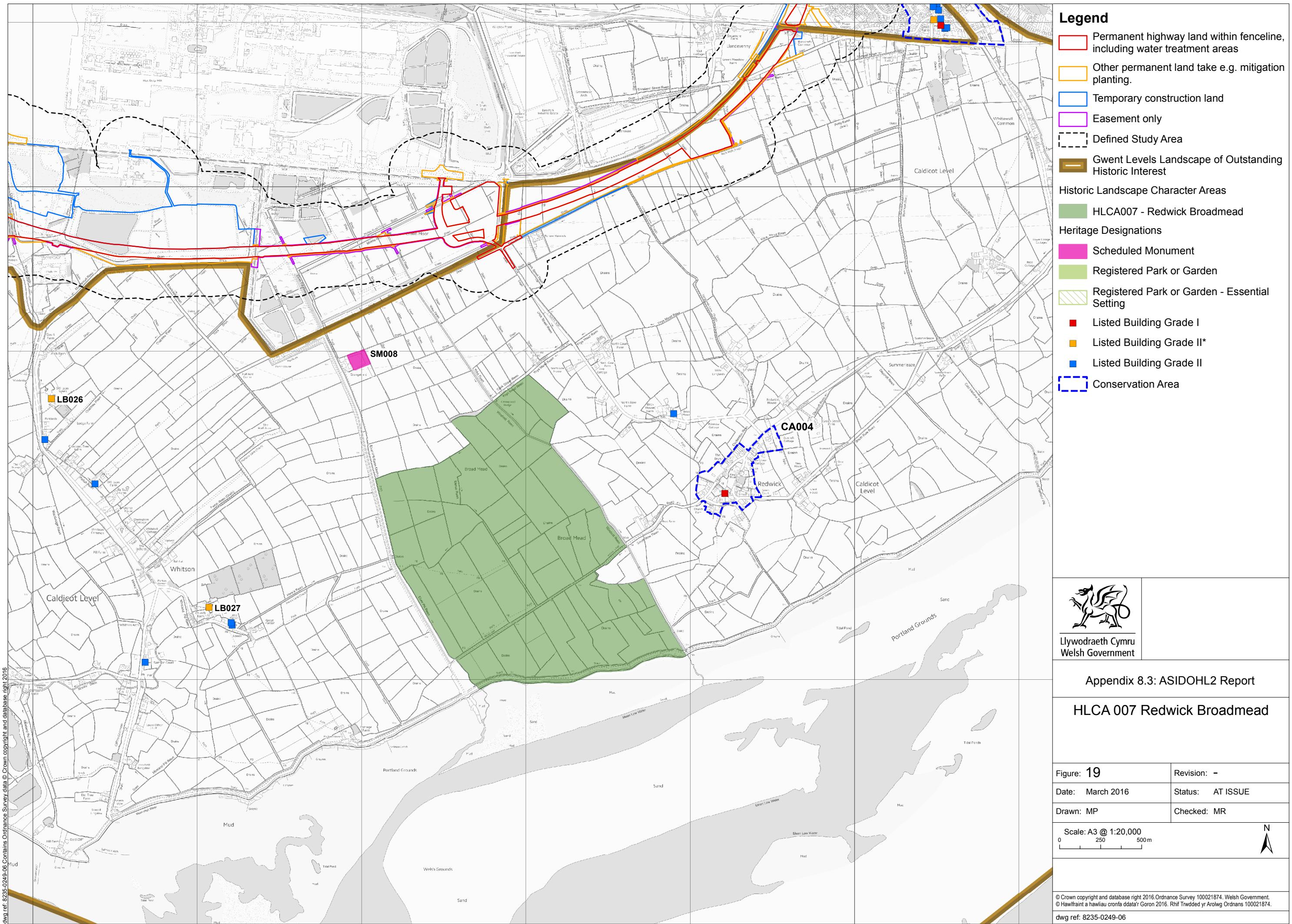


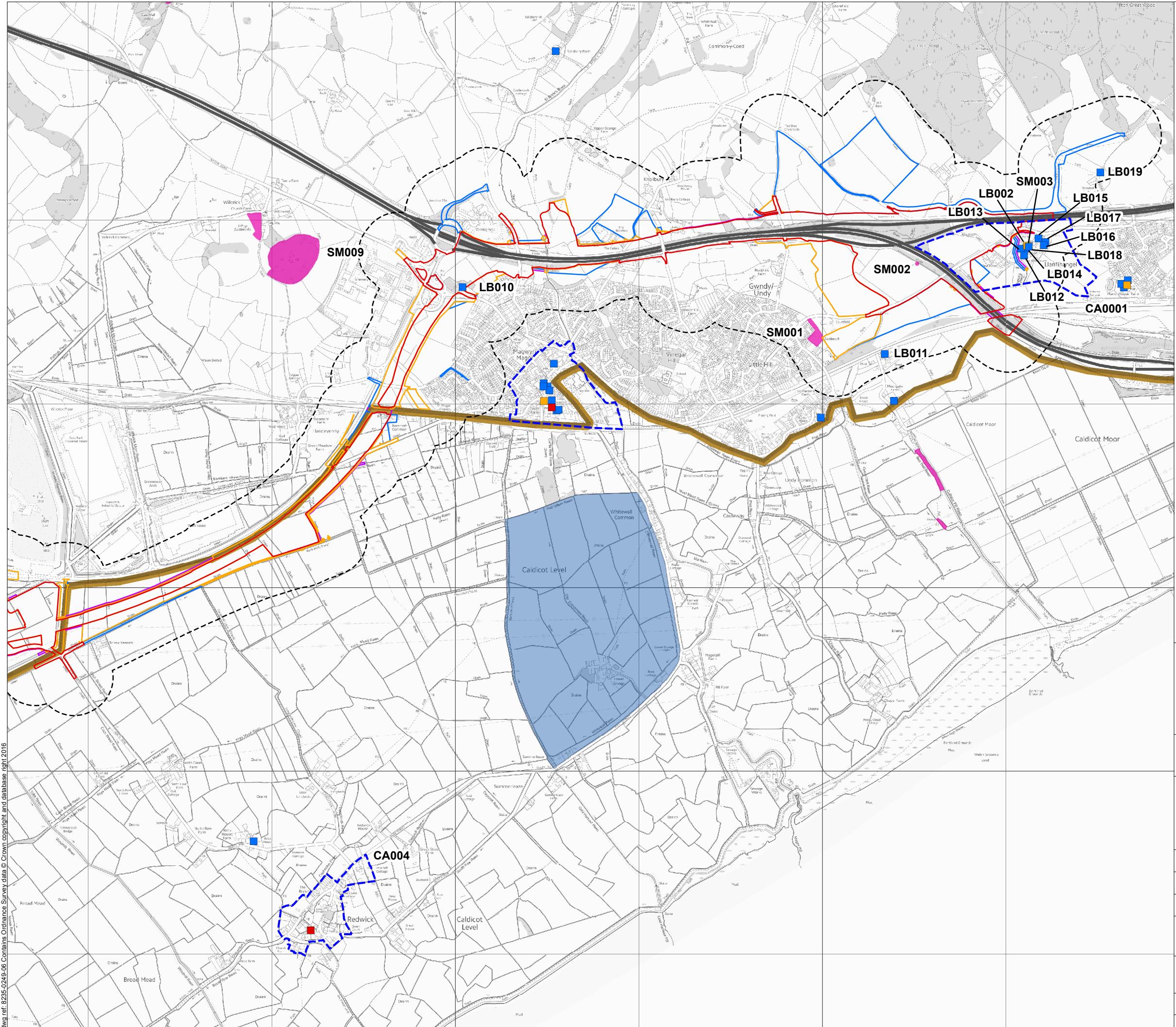
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Appendix 8.3: ASIDOLH2 Report

HLCA 006 Redwick/Magor/Undy

Figure: 18	Revision: -
Date: March 2016	Status: AT ISSUE
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dwg ref: 8235-0249-06	





- Legend**
- Permanent highway land within fenceline, including water treatment areas
 - Other permanent land take e.g. mitigation planting.
 - Temporary construction land
 - Easement only
 - Defined Study Area
 - Gwent Levels Landscape of Outstanding Historic Interest
 - Historic Landscape Character Areas
 - HLCA010 - Magor Lower Grange
 - Heritage Designations
 - Scheduled Monument
 - Registered Park or Garden
 - Registered Park or Garden - Essential Setting
 - Listed Building Grade I
 - Listed Building Grade II*
 - Listed Building Grade II
 - Conservation Area



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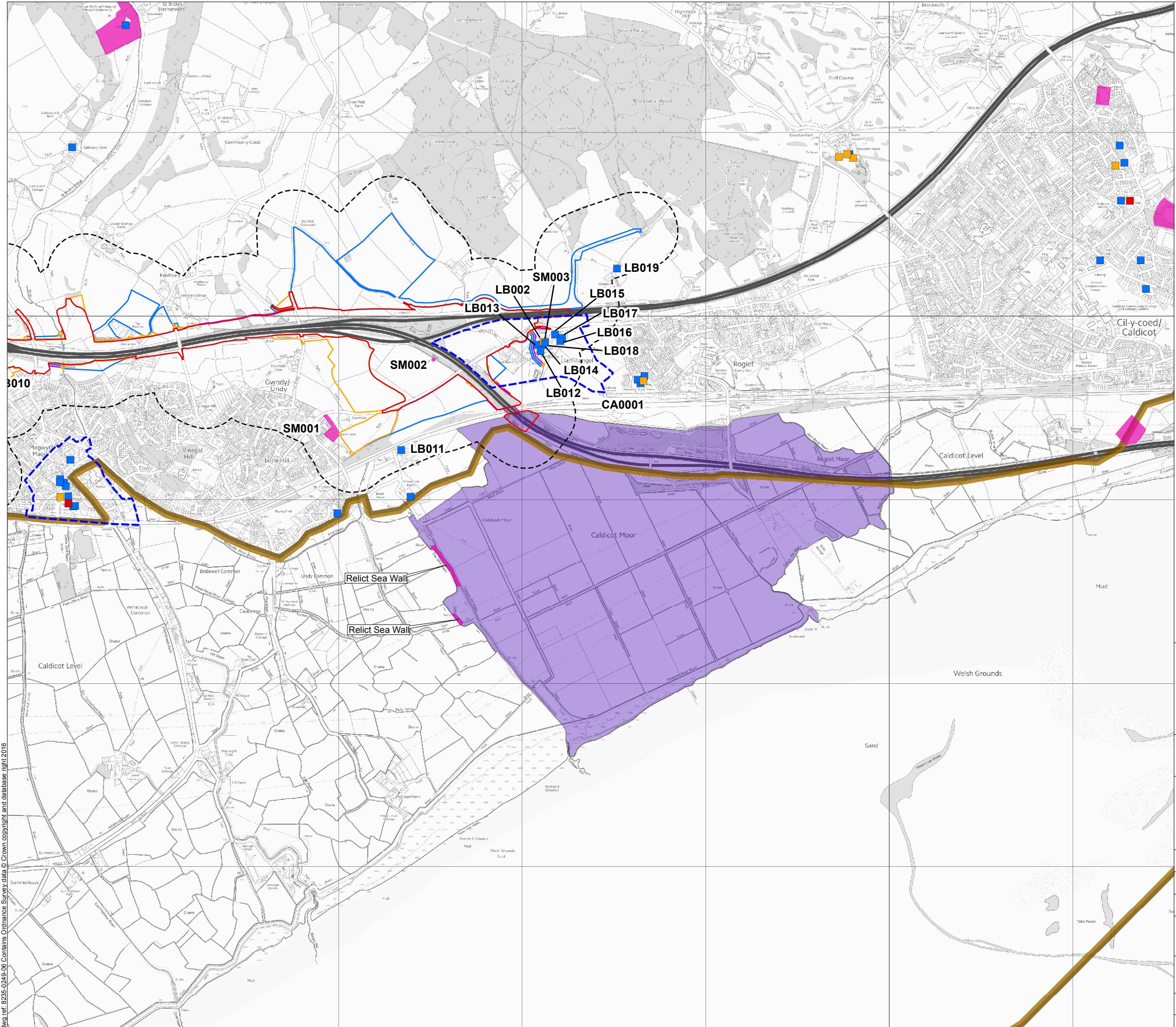
Appendix 8.3: ASIDOLH2 Report

HLCA 010 Magor Lower Grange

Figure: 20	Revision: -
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Drawn: MP	Checked: MR

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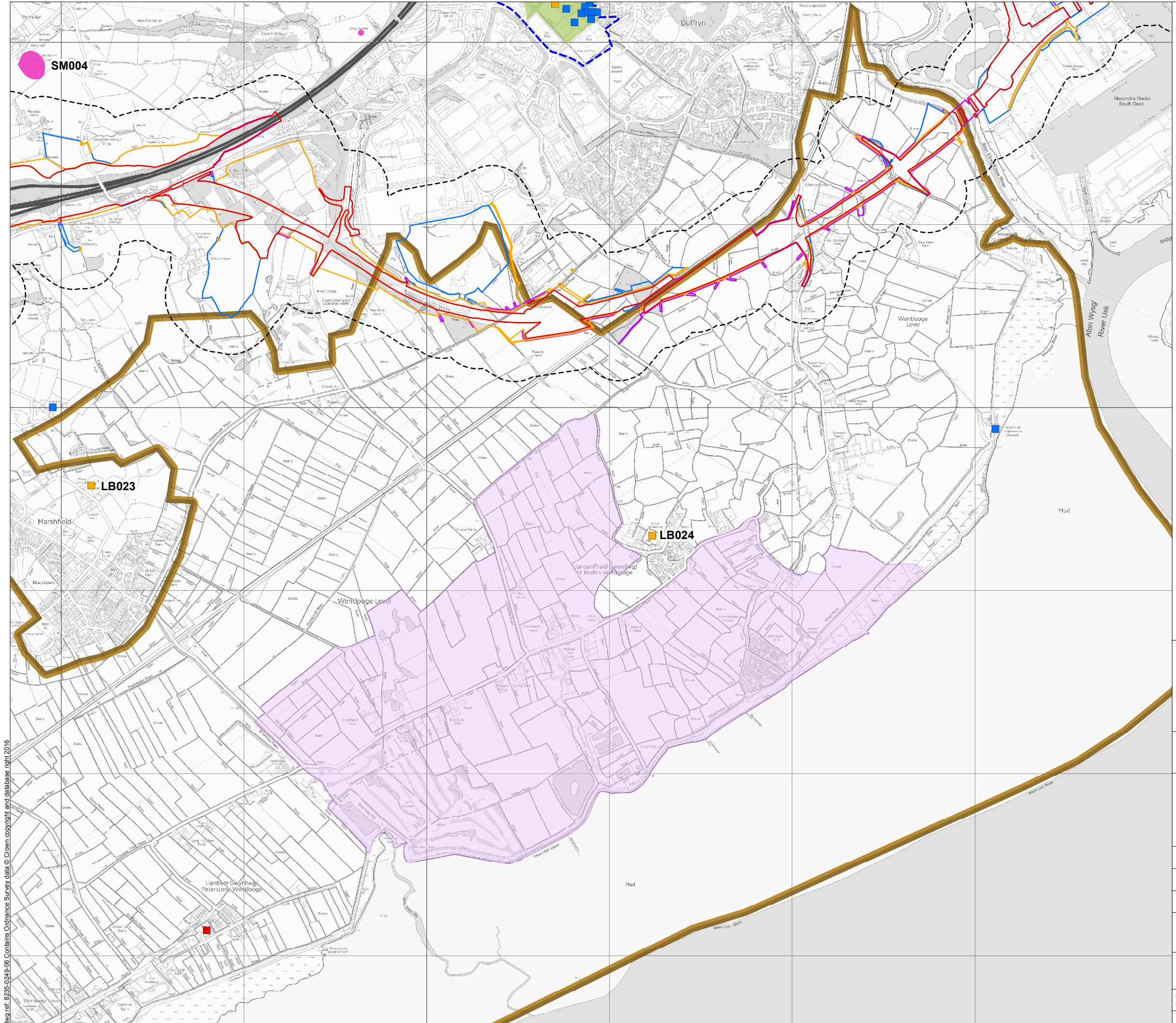
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■	Other permanent land take e.g. mitigation planting.
■	Temporary construction land
■	Easement only
■	Defined Study Area
■	Gwent Levels Landscape of Outstanding Historic Interest
Historic Landscape Character Areas	
■	HLCA011 - Caldicot Moor
Heritage Designations	
■	Scheduled Monument
■	Registered Park or Garden
■	Registered Park or Garden - Essential Setting
■	Listed Building Grade I
■	Listed Building Grade II*
■	Listed Building Grade II
■	Conservation Area

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Appendix 8.3: ASIDOLH2 Report

HLCA 011 Caldicot Moor

Figure: 21	Revision: -	
Date: March 2016	Status: AT ISSUE	
Drawn: MP	Checked: MR	
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Legend	
Permanent highway land within fenceline, including water treatment areas	
Other permanent land take e.g. mitigation planting.	
Temporary construction land	
Easement only	
Defined Study Area	
Gwent Levels Landscape of Outstanding Historic Interest	
Historic Landscape Character Areas	
HLCA016 - Western St Brides	
Heritage Designations	
Scheduled Monument	
Registered Park or Garden	
Registered Park or Garden - Essential Setting	
Listed Building Grade I	
Listed Building Grade II*	
Listed Building Grade II	
Conservation Area	



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Appendix 8.3: ASIDOLH2 Report

HLCA 016 Western St Brides

Figure: 22	Revision: -	
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