

Vale of Glamorgan Council

Sully to Cosmeston Active Travel Route Landscape & Visual Appraisal

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Sully to Cosmeston Active Travel Route

Landscape and Visual Appraisal

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Methodology

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LANDMAP Visual Sensory Landscape Character at Local Level

Acronyms and Abbreviations

Abbreviation	Definition
AOD	Above Ordnance Datum
ATR	Active Travel Route
CA	Conservation Area
DTM	Digital Terrain Model
EIA	Environmental Impact Assessment
GIS	Geographical Information System
GLVIA3	Guidelines for Landscape and Visual Impact Assessment 3rd Edition
LCA	Landscape Character Area
LI	Landscape Institute
LiDAR	Light Detection and Ranging
LVA	Landscape and Visual Appraisal
MCA	Marine Character Area
NCA	National Character Area
NL	National Landscape
NPPF	National Planning Policy Framework
OS	Ordnance Survey
PRoW	Public Rights of Way
PDS	Proposed Development Site
TGN	Technical Guidance Note
VoGC	Vale of Glamorgan Council
VSLCA	Visual Sensory Landscape Character Area
ZTV	Zone of Theoretical Visibility

1 Introduction

1.1 Background to the Scheme and Proposed Development

- 1.1.1 Arcadis has been appointed by Vale of Glamorgan Council to prepare a Landscape and Visual Appraisal (LVA) in support of a detailed design application for an Active Travel Route (ATR) between Sully and Cosmeston, (hereafter referred to as the 'Proposed Development').

1.2 Site Location and Description

- 1.2.1 The Proposed Development is located between Sully and Cosmeston, approximately 5km to the south of Cardiff City Centre.
- 1.2.2 From the west, the proposed route initially proceeds eastwards adjacent to the B4267, before leaving the highway and continuing eastwards along the route of a disused railway line towards Cosmeston, terminating at Cosmeston Drive.

2 Methodology

2.1 Approach

- 2.1.1 This LVA has been carried out in accordance with best practice guidance in relation to Landscape and Visual Impact Assessment (LVIA), specifically with reference to the *Guidelines for Landscape and Visual Impact Assessment* (GLVIA3) (Landscape Institute and IEMA, 2013). A full methodology is provided in **Appendix A**.
- 2.1.2 This Appraisal has been informed by a desktop study, supplemented by a field survey of the Proposed Development Site (PDS) and its surroundings.

2.2 Nature of Landscape and Visual Effects

- 2.2.1 The Appraisal considers two distinct but closely related areas: Landscape and Visual Amenity, as outlined below.

Landscape

- 2.2.2 Landscape effects are a combination of the physical changes to the fabric of the landscape arising from the Proposed Development and perceptual changes – the way these physical changes alter how the landscape is perceived.
- 2.2.3 The character of the landscape derives from a combination of physical factors, natural processes and human intervention.
- 2.2.4 The landscape appraisal considers the effect of the Proposed Development on the landscape as a whole, as well as effects on significant individual elements of the landscape, and effects on characteristic combinations or patterns of elements and how these are perceived to affect its character and quality.
- 2.2.5 Landscape character is generally considered to be a resource in its own right, which exists whether or not there are people present to experience it.

Visual

- 2.2.6 Visual appraisal is concerned with the views that are available to people who may be affected by the Proposed Development, and their perception and responses to changes in these views.
- 2.2.7 Visual effects arise from changes in the composition and character of views available in the area affected. The Appraisal considers the likely change that would be experienced, including the effects both on specific views and on general visual amenity.
- 2.2.8 In line with Para 6.13 of GLVIA3 and for the purposes of the Appraisal, it is the people living, working, passing through or enjoying recreational activities in the area who actually see the views and enjoy the visual amenity, that are mapped and described as the 'receptors' of the views.

2.3 Extent of Study Area

- 2.3.1 The area of study for the Visual Appraisal is the area from which the Proposed Development may be seen (by definition, visual effects can only occur where at least some part of the development is visible).
- 2.3.2 The Study Area for the Landscape Appraisal is also defined by the area from which the Proposed Development may be seen, but the Appraisal considers potentially affected landscapes in terms of the character area or unit as a whole, not just the part from which there may be visibility.

- 2.3.3 The first step in the appraisal process is therefore to establish this area of visibility, or the 'Zone of Theoretical Visibility' (ZTV). This is done initially by identifying a potential Study Area based on the appraiser's understanding of the landform and vegetation of the PDS and surrounding area, of what distance developments of this type fail to become perceptible and professional experience gained from other assessments for this type of development, as well as through the production of a digital ZTV.
- 2.3.4 The ZTV has been modelled using ArcGIS Pro 3.2.2 (see Figure 1 – ZTV and Viewpoint Locations). The points of maximum height above existing ground levels of the Proposed Development are overlain on to a digital terrain model (DTM) and computer generated 'lines of sight' are created to show what can be seen from these points and thus the places from which the Proposed Development may be theoretically visible.
- 2.3.5 A standard ZTV methodology for modelling has been applied. The process followed is as below:
- Digital Terrain Model (DTM) is used to represent the elevation and terrain data of site and surrounding area (DEFRA 2m resolution DTM LIDAR has been used);
 - The target for the ZTV is the Proposed Development Site (PDS) boundary, with a 2m height above datum applied, which represents the maximum height of lighting columns within the scheme.
 - A viewer height of 1.6m above ground level, representing a typical human eye height.
 - 'Bare-earth' Zone of Theoretical Visibility (ZTV) which represents a worst-case scenario, treating landform as if it were 'bare earth' and not considering existing vegetation that might screen views.
- 2.3.6 Based on the author's understanding of the landform and vegetation of the PDS and its surrounding area, and professional experience gained from other appraisals for this type of development, where built form above existing ground level is either limited to upgrades to existing highway infrastructure or contained by existing established vegetation, it is considered that The Proposed Development is not likely to be generally perceptible beyond 1km from the PDS. The Study Area for this LVA has therefore been defined as a 1km radius from the PDS.

Representative Viewpoints

- 2.3.7 The results of the ZTV and desk-based analysis of the Study Area have been used to identify the key potential visual receptors. From this information, a number of representative viewpoints (RV's), from a range of distances and directions have been selected. These RV's offer a representative sample of visibility of the Proposed Development from key visual receptors.
- 2.3.8 The actual level of visibility has then been verified during the Site Visit and potential RV's retained or discarded accordingly, leaving 11.No RV's to be taken forward for the Appraisal. These are shown on **Figure 1 – ZTV and Viewpoint Locations**.

2.4 Limitations and Assumptions

Limitations

Extents of the Study Area

- 2.4.1 As set out in paragraph 2.3.6, it is considered that the Proposed Development would not bring about any notable effects on receptors beyond 1km from the location of the PDS. Accordingly areas of landscape and visual receptors beyond this have been scoped out, and have not been included in this Appraisal.

Programme Constraints

- 2.4.2 Due to programme limitations, the Visual Appraisal has been carried out during the summer when trees are in full leaf.

2.4.3 The supporting RV images shown in **Figures 6.1 - 6.11** do not, therefore, illustrate the ‘worst case’ scenario i.e. when there are no leaves on the trees during the winter months. However, the Appraisal for all visual receptors has been carried out as if this were the case.

Assumptions

Professional Judgement

2.4.1 To avoid making assumptions regarding other people’s expected responses to changes in landscape character and visual amenity matters, subjective judgements are avoided where possible in this Appraisal. The focus instead is predominantly upon what objectively would be experienced as a result of the proposed Development. Given the nature of landscape character and people’s differing connections with it, plus the differences between people’s expectations with regards to visual amenity, reasoned professional experience is required where subjective judgements are necessary.

Distances

2.4.2 Where distances are given in the appraisal, these are approximate distances (rounded to the nearest 10m) between the nearest part of the Site and the nearest part of the receptor in question, unless explicitly stated otherwise.

2.5 Temporal Scope

2.5.1 For the purposes of this Appraisal, effects will be considered during the following phases of the project lifespan:

- Construction phase effects (at the likely peak of construction activity);
- Effects at year 1 of operation; and
- Residual effects at year 15 – when it is reasonably expected that any landscape planting, that has been carried out as part of the Proposed Development, will have established.

2.6 Consultation

2.6.1 Table 2-1 below provides a summary of consultation undertaken to date, along with responses received.

Table 2-1 Summary of Consultation Responses

Consultee	Date of Consultation	Consultee Comments	Project Response
Vale of Glamorgan Landscape Officer	Email sent: 06/06/2024	Presented Study Area / Proposed Viewpoint Locations / Methodology No response to date	N/A
Vale of Glamorgan Landscape Officer	Email sent: 19/06/2024	Follow up email to the above No response to date	N/A

3 Desktop Study

3.1 Introduction

- 3.1.1 The desktop study initially comprises the collation and review of published background information relating to the PDS and its surrounding context. This includes a review of key legislation, landscape planning policy and the landscape character of the LVA study area set out in published documentation, as well as information on statutory and non-statutory landscape designations and any consented but as yet un-built development within the study area that might affect the appraisal.
- 3.1.2 The desktop study is then supplemented with field-work to ground truth findings.

SOURCES OF BASELINE INFORMATION

- 3.1.3 Sources of baseline data are summarised in **Table 3-1** below:

Table 3-1 Sources of baseline data

Baseline topic	Data Source
Legislation	
<i>Active travel (Wales) Act, 2011</i> (Welsh Government, 2011)	https://www.gov.wales/sites/default/files/publications/2022-01/active-travel-act-guidance.pdf Accessed 26/07/2024
<i>The Environment (Wales) Act, 2016</i> (Welsh Government, 2016)	https://www.legislation.gov.uk/anaw/2016/3/contents/wales Accessed 26/07/2024,
Planning Policy	
<u>National Policy</u> <i>Planning Policy Wales - Edition 12, February 2024</i> (Welsh Government, 2024)	https://www.gov.wales/sites/default/files/publications/2024-02/planning-policy-wales-edition-12_1.pdf Accessed 26/07/2024
<u>Local Policy</u> <i>Vale of Glamorgan Local Development Plan 2011-2026</i> (Vale of Glamorgan Council, 2017)	https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP/LDP-Adoption/Adopted-LDP-Written-Statement-June-2017-final-interactive-web-version.pdf Accessed 26/07/2024
<u>Supplementary Planning Guidance</u>	
<i>Vale of Glamorgan Local Development Plan 2011-2026</i>	https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/SPG/Travel-Plan-SPG-2018.pdf

Baseline topic	Data Source
<i>SPG -Travel Plan, July 2018</i> (Vale of Glamorgan Council, 2018)	Accessed 26/07/2024
<i>Vale of Glamorgan Local Development Plan 2011-2026</i> <i>SPG - Trees, Woodlands, Hedgerows and Development</i> (Vale of Glamorgan Council, 2018)	https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/SPG/Final-Trees-Woodlands-Hedgerows-and-Development-SPG-2018-v2.pdf Accessed 25/07/2024
Landscape Character	
<u>National</u>	
<i>National Landscape Character</i> (Natural Resources Wales, 2014)	https://cdn.cyfoethnaturiol.cymru/media/682621/nlca35-cardiff-and-newport-description.pdf?mode=pad& Accessed 25/07/2024 GIS dataset downloaded from Datamap Wales: Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_LANDSCAPE_CHARACTER_AREAS Accessed 30/05/2024
<u>County</u>	
<i>Designation of Landscape Character Areas – Final Report</i> (Natural Resources Wales, 2016)	https://cdn.cyfoethnaturiol.cymru/media/682621/nlca35-cardiff-and-newport-description.pdf?mode=pad& Accessed 30/05/2024
<u>LANDMAP</u>	
<i>Area summary for South Wales Central</i> (Natural Resources Wales, 2014)	https://naturalresources.wales/media/685445/as-south-wales-central-landscape-final.pdf GIS dataset downloaded from DataMap Wales Available at: https://datamap.gov.wales/search/?title__icontains=landmap&abstract__icontains=landmap&keywords__name__icontains=landmap&purpose__icontains=landmap&f_method=or&limit=20&offset=0 Accessed 25/07/2024
Statutory and Non-statutory Designations	

Baseline topic	Data Source
SSSI	GIS dataset downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-nrw:NRW_SSSI Accessed 25/07/2024
Ramsar	GIS dataset downloaded from DataMap Wales New map DataMapWales (gov.wales) Accessed 10/09/2024
Country Parks	Accessed 10/09/2024 New map DataMapWales (gov.wales) Accessed 10/09/2024
Conservation Area	GIS dataset downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-wg:conservation_areas Accessed 25/07/2024
Listed Building	GIS dataset downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-wg:Cadw_ListedBuildings Accessed 25/07/2024
Scheduled Monument	GIS dataset downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-wg:Cadw_SAM Accessed 25/07/2024
Ancient Woodland	GIS dataset downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-nrw:NRW_ANCIENT_WOODLAND_INVENTORY_2021 Accessed 25/07/2024
National Trails, Long Distance Routes	GIS dataset for Wales Coast Path downloaded from DataMap Wales https://datamap.gov.wales/layers/inspire-nrw:NRW_WALES_COASTAL_PATH [Accessed 25/07/2024, 10.30am] GIS dataset for Capital Walk, Cardiff downloaded from LDWA https://ldwa.org.uk/ldp/members/show_path.php?path_name=Capital+Walk+++Cardiff Accessed 25/07/2024

Baseline topic	Data Source
Public Rights of Way	PRoW dataset sourced from RowMaps https://www.rowmaps.com/kmls/VG/ Accessed 25/07/2024
Tree Preservation Order (TPO)	TPO data sourced from Vale of Glamorgan Interactive Map https://myvale.valeofglamorgan.gov.uk/myCouncil.aspx Accessed 03/06/2024

3.2 Guidance

3.2.1 This Appraisal has been carried out in accordance with the following guidance:

- *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)* (Landscape Institute and IEMA, 2013) and subsequently: *Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3)*, published in *Technical Guidance Note LITGN-2024-01* (The Landscape Institute, 2024). Available at: https://www.landscapeinstitute.org/wp-content/uploads/2024/08/LITGN-2024-01-GLVIA3-NC_Aug-2024.pdf
- *Landscape Institute Technical Guidance Note 06/19 - Visual Representation of Development Proposals* (The Landscape Institute, 2019). Available at: https://www.landscapeinstitute.org/wp-content/uploads/2019/09/LI_TGN-06-19_Visual_Representation-1.pdf
- *TGN 02-21: Assessing landscape value outside national designations* (The Landscape Institute, 2021). Available at: <https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2021/05/tgn-02-21-assessing-landscape-value-outside-national-designations.pdf>

3.3 Legislative Context

International

3.3.1 The UK is a signatory to the European Landscape Convention (ELC) (Council of Europe, 2000) which was ratified in 2006 and became binding in the UK from 1 March 2007.

3.3.2 The Convention is not an EU Directive, rather countries that ratify the Convention make a commitment to upholding the principles it contains within the context of their own domestic legal and policy frameworks.

3.3.3 There is no UK legislation specifically covering Landscape or Visual Amenity, but the spirit of the ELC is carried through in planning policy.

3.3.4 Landscape is defined in the ELC as:

‘an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors.’

3.3.5 Furthermore, it recognises that all landscapes are potentially important, irrespective of location or condition – signatories acknowledge:

‘... that the landscape is an important part of the quality of life for people everywhere: in urban areas and in the countryside, in degraded areas as well as in areas of high quality, in areas recognised as being of outstanding beauty as well as everyday area’.

National

3.3.6 The following Welsh Government legislation is deemed to be of relevance to this Appraisal:

Active travel (Wales) Act, 2011

Part 2: Planning and Design for Active Travel in Wales

- *Chapter 7: Introduction to Planning and Design;*
- *Chapter 9: User needs;*
- *Chapter 11: Designing for active travel routes and links; and*
- *Chapter 15: Construction, maintenance and management of active travel routes including streetworks.*

The Environment (Wales) Act, 2016

Part 1: Sustainable Management of Natural Resources

- *Chapter 6: Biodiversity and resilience of ecosystems duty.*

3.4 Planning Policy Context

3.4.1 The following Planning Policy is deemed to be of relevance to this Appraisal:

National

Planning Policy Wales – Edition 12

Chapter 4 – Active and Social Places

- *Section 4.1 – Transport*

Chapter 5 – Productive and Enterprising Places

- *Section 5.3 - Transportation Infrastructure*

Chapter 6 – Distinctive and Natural Places

- *Section 6.2 – Green Infrastructure;*
- *Section 6.3 – Landscape; and*
- *Section 6.4 - Biodiversity and Ecological Networks.*

County

Vale of Glamorgan Local Development Plan 2011 - 2026

Strategic Policy

- *Policy SP7 –Transportation*

Managing Growth Policy

- *Policy MG16 – Transport Proposals*

Managing Growth Policy

- *SPG -Travel Plan; and*
- *SPG - Trees, Woodlands, Hedgerows and Development*

3.5 Landscape Baseline

PDS Location

- 3.5.1 The Proposed Development is located between Sully and Cosmeston approximately 5km to the south of Cardiff City Centre. This is illustrated in **Figure 1: ZTV and Viewpoint Locations**

Landform and Watercourses

- 3.5.2 The landform of the PDS and the Study Area is shown on **Figure 4: Topography**.
- 3.5.3 The topography within the Study Area is undulating in nature, ranging from approximately 10m AOD at Cosmeston Lakes Country Park, to approximately 61m AOD at the crest of a ridge between The Spinney Holiday Park and The Bay Caravan Park.
- 3.5.4 There are a limited number of waterbodies and watercourses within the Study Area, these are listed below:
- Cosmeston Lakes, which lies approximately 500m to the north of the PDS;
 - Sully Brook, which runs broadly east west through the Study Area, passing approximately 300m to the west of the PDS at its closest point; and
 - A small number of un-named drainage ditches and ponds.

Existing Site Features and Vegetation

- 3.5.5 The western extent of the PDS comprises the existing A4067 as it passes through the urban fringe of Sully. It is characterised by residential development to the north and by playing fields and buildings associated with Sully Sports and Leisure and Sully Indoor Bowls Club to the south, with longer views towards the sea beyond.
- 3.5.6 Further to the east, the proposed ATR route deviates from the A4067, following the route of a disused railway embankment through mature woodland, which encloses views.

Tree Preservation Orders (TPO)

- 3.5.7 There are a number of TPO trees or groups adjacent to the PDS. These shown on **Figure 3 – Designations** and listed below:
- Beach Road, Sully – Group: 008 - 1952 - 06 - G19
 - Beach Road, Sully – Group: 008 - 1952 - 06 - G20
 - B4267/Lavernock Road, Sully – Group: 008 - 1952 - 06 - G20
 - B4267/Lavernock Road, Sully – Individual: 008 - 1952 - 06 - T001
 - B4267/Lavernock Road, Sully – Group: 008 - 1952 - 06 - G21
 - St Mary's Well Bay Road, Sully – Woodland: 008 - 1952 - 06 - W01
 - St Mary's Well Bay Road, Sully – Group: 008 - 1952 - 06 - G01
 - St Mary's Well Bay Road, Sully – Group: 008 - 1952 - 06 - G02
- 3.5.8 In addition to the above, there are also a large number of TPO's across the wider Study Area, however they will not be affected by the Proposed Development.

Statutory and Non - Statutory Designations

- 3.5.9 Statutory and non-statutory designations are shown in **Figure 3: Designations**.

Designated Landscapes

National Parks

- 3.5.10 No part of the 1km Study Area is located within a National Park.

National Landscapes

3.5.11 No part of the 1km Study Area is located within a National Landscape.

Sites of Special Scientific Interest (SSSI)

3.5.12 There are no SSSI within the PDS, however there are four within the wider Study Area:

- Llynnoedd Cosmeston / Cosmeston Lakes
- Severn Estuary
- Penarth Coast
- Sully Island

Ramsar

3.5.13 There are no Ramsar sites within the PDS, however Severn Estuary (Wales) is located within the Study Area, along the coastline to the east, approximately 250m away at its closest point.

Other Relevant Designations

Country Park

3.5.14 There are no Country Parks within the PDS, however Cosmeston Lakes Country Park is located approximately 175m from the PDS boundary at its closest point.

Historic landscapes / Historic Parks and Gardens

3.5.15 There are no Historic Landscapes or Historic Parks & Gardens within the 1km Study Area.

Scheduled Monuments

3.5.16 There are no Scheduled Monuments within the PDS, however there are a number within the wider Study Area including:

- Sully Island, "Danish" Fort – 950m to the south
- St Mary's Well Bay Pillbox – 800m to the south
- Anti-aircraft and Coastal Battery West of Lavernock Point (3 locally grouped areas) – 700m to the south

3.5.17 The historic setting of these of these Scheduled Monuments will not be affected by the Proposed Development, hence they are scoped out of the Appraisal.

Listed Buildings

3.5.18 There are no Listed Buildings within the PDS, however there a number of within the wider Study Area including:

- Church of St John the Baptist – Grade II, Sully, 1,100m to the west.
- Limekiln – Grade II, Sully, 1,125m to the west.
- Planned group of farmyard buildings at Cog Farm - Grade II, Sully, 900m to the north-west.
- Eight rickstands to N side of Cog Farm - Grade II, Sully, 900m to the north-west.
- Cog House - Grade II, Sully, 850m to the north-west.
- Nicells - Grade II, Sully, 775m to the north-west.
- Barn at Home Farm - Grade II, Sully, 750m to the north-west.
- Swanbridge House - Grade II, Swanbridge, 600m to the south-west.
- Original house at Lower Cosmeston Farm - Grade II, Sully, 200m to the north-west.
- Church of St Lawrence - Grade II, Lavernock, 875m to the south-east.
- Remains of Cwrt-y-vil Grange (generally known as Cwrt-y-Vil Castle) – Grade II, Penarth, 925m to the north.

3.5.19 The historic setting of these of these Listed Buildings will not be affected by the Proposed Development, hence they are scoped out of the Appraisal.

County Treasures

3.5.20 In addition to the above listed heritage assets, VoG Council maintains a list of *County Treasures*. This is a non-statutory list of buildings that are *'considered to be key examples of vernacular architecture, or buildings which have an important local history.'*

3.5.21 Whilst there are no *County Treasures* within the PDS, there are a large number within the wider Study Area, many of which are also designated as either Scheduled Monuments or Listed Buildings.

3.5.22 The historic setting of these *County Treasures* will not be affected by the Proposed Development, hence they are scoped out of the Appraisal.

Conservation Areas

3.5.23 There are no Conservation Areas within the 1km Study Area.

Special Landscape Areas

3.5.24 There are no Special Landscape Areas within the 1km Study Area.

Ancient Woodland

3.5.25 There are no areas of Ancient Woodland within the PDS, however there are a number of areas of Ancient Semi Natural Woodland and Restored Ancient Woodland within the wider Study Area.

3.5.26 None of these areas of Ancient Woodland will be affected by the Proposed Development, hence they are scoped out of the Appraisal.

Published Landscape Character Assessments

3.5.27 Published Landscape Character Assessments supplemented by fieldwork have informed the identification of landscape character receptors for use in the LVIA. The existing published character assessments that were used in the preparation of the LVIA comprise the following:

- The National Landscape Character Areas (NLCAs) (Natural Resources Wales, 2014)
- Vale of Glamorgan Council Landscape Character Assessment (Vale of Glamorgan Council, 2008)
- LANDMAP, (Natural Resources Wales, 2016)

3.5.28 The extents of the Character Areas / Aspect Areas associated with each of the above listed studies, that occur within the Study Area are shown in **Figure 2: Landscape Character**.

Landscape Character at the National Scale

3.5.29 Natural Resource Wales has divided Wales into 48 regional areas referred to as National Landscape Character Areas (NLCAs). Their boundaries follow natural lines in the landscape, rather than administrative boundaries, and each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Similarly, inshore waters are divided into 29 Marine Character Areas (MCAs).

3.5.30 The Study Area lies within **NLCA35: 'Cardiff, Barry & Newport'** character area, with the coastline being in the **MCA29: 'Severn Estuary (Wales)'** situated along the southern and eastern edges of the Study Area. These are illustrated on **Figure 2** in **Appendix A**.

3.5.31 Natural Resource Wales, defines the key characteristics of **NLCA35** as follows:

- *Edge to the coalfield - lowland margins to the south-east of the South Wales coalfield. A varied geology of mudstones, sandstones and a few outcrops of limestone. Many glacial moraine features.*
- *Busy, heavily urbanised areas - containing Cardiff, and other large settlements*

including Penarth and Barry to the south to the west and the city of Newport and new town of Cwmbran to the east.

- Cardiff – capital city, largest urban area and principle administrative centre for Wales. The Romans established a settlement at Cardiff, remains visible in Cardiff Castle. Mid C19th growth as the most important port in the world for coal export. Cardiff Bay has since regenerated as a secondary focus in the city. The urban form of Cardiff expands across much of the surrounding landscape.
- Ports – Cardiff, together with Barry and Newport with its industrialised river frontage.
- Urban fringe / peri-urban areas – for example land between Penarth and Barry, which contains linear settlement linked by rural roads but has an urban fringe character in parts.
- Green belt with lush fieldscapes and woodlands - rural pastures and woodlands provide a contrasting peaceful, providing a green setting. Cardiff has the only green belt in Wales. Medium sized fields are mainly enclosed by hedgerows with frequent hedgerow trees.
- Prominent landmark structures - include Millennium Stadium in Cardiff; the series of bridges in Newport including the Transporter bridge; the chemical works at Barry, standing out prominently on the skyline.
- The M4 motorway - forms a noisy, busy corridor between and bypassing the two cities, together with the main railway.
- Green wedges / corridors penetrating urban areas – including wooded river corridors in Cardiff and Newport and the coast at Barry.
- Lowland river corridors - Rivers Taff and Ely drain into Cardiff Bay and the tidal River Rhymney runs through east Cardiff; the tidal River Usk forms the focus of Newport with the River Ebbw meandering to the southeast.
- St Fagans - National History Museum displays around 40 vernacular buildings in a picturesque setting adjacent to St Fagans Castle.

3.5.32 Natural Resource Wales, defines the key characteristics of **MCA29** as follows:

- Expansive funnel-shaped Severn Estuary, sitting at the mouth of four major rivers (the Severn, Wye, Usk and Avon).
- Expansive funnel-shaped Severn Estuary, sitting at the mouth of four major rivers (the Severn, Wye, Usk and Avon).
- Soft Triassic and Jurassic rocks exposed along the shore, creating a wide rocky intertidal area. Elsewhere the shore is defined by extensive tidal flats.
- Mud, sand and gravel sediments deposited in the Holocene period producing a varied sea bed of flats and bars, with associated shallow waters and numerous shoals presenting hazards to navigation.
- Flat Holm island (SSSI and LNR) forms a gateway feature in the west – an outcrop of harder limestone rising out of the surrounding sediments. Steep Holm forms a similar ‘twin’ feature in English waters to the south.
- Estuary important for the interpretation of coastline dynamics and land-forms, and also past changes in sea level, sediment supply, climate and river flow.
- Strong tidal streams and turbidity producing biological communities characteristic of the extreme physical conditions of liquid mud and tide-swept sand and rock.
- Tidal flats, saltmarshes and the extensive wet grasslands are of international importance for wintering waterfowl and migratory birds.
- Some of the richest and most diverse populations of non-exploited fish in the UK – sea lamprey and twaite shad populations considered to be larger than in any other estuary.
- MCA’s rich natural resources exploited by humans for millennia, with evidence dating back to the earliest hunter-gatherers roaming what was previously a much larger coastal plain (prior to sea level rise around 6,000 BC).

- Long history of coastal reclamation, embankments and ditches, notably the extensive Gwent and Wentlooge levels
- Long-standing strategic importance for international trade and maritime navigation, particularly as ports on both sides of the Bristol Channel expanded from the medieval period onwards. Cardiff, Newport and Barry still retain important port functions.
- Numerous shipwrecks found on the sea floor, particularly in the west – including examples mined and sunk during WWII
- Local trawlers catch plaice, turbot, whiting and rays from the MCA's sandbanks. Recreational charters and beach-based fishing are important economic activities.
- Salmon, eels and trout fished commercially and recreationally in the rivers feeding the estuary, including through the traditional method of putcher fishing (medieval intertidal fishtraps are located at Goldcliff, West Pill and Caldicott).
- Flat coastline backed by the Wales Coast Path, affording long views into the Bristol Channel. Cars travelling along the M4 via the Severn Bridge also overlook the area.
- Views to major commercial, port and industrial development at Cardiff and Avonmouth, as well as the two road bridges, contrasting with the open, empty vistas characterising the Gwent Levels.
- Seascape's open character affording strong intervisibility with the Somerset coastline, including Portishead, Clevedon and Weston-super-Mare. The higher hill summits of the Quantock Hills AONB and Exmoor National Park form a distinctive upland backdrop.
- Estuary's classic funnel shape and south-west orientation make it susceptible to extreme weather conditions (including storm surges) sweeping in from the east Atlantic.

Table 3-2 Summary of National Landscape / Seascape Character Areas (NLCA / MCA)

National Character Areas	Scoped In / Out
NLCA35 - Cardiff, Barry & Newport	Out. The scale of Character Area in relation to the Proposed Development is such that character is unlikely to be affected. Finer grained Assessments at regional or local scale are more suitable for use.
MCA29 – Severn Estuary Wales	Out No direct effects or intervisibility.

Landscape Character at Regional and Local Scale

- 3.5.33 In 2008 Vale of Glamorgan County Borough Council commissioned the report: *A Review of Landscape Character Areas* (Vale of Glamorgan Council, 2008) (RLCA). This identified 27 Landscape Character Areas (LCA's) within the area of Vale of Glamorgan.
- 3.5.34 The Report was produced using the LANDMAP methodology, considering the relevant aspect areas to define and characterise each of the LCA's. The constituent LANDMAP Visual Sensory Character Areas (VSLCA's) are shown on **Figure 2** and a summary of their key characteristics is provided in **Appendix B**.
- 3.5.35 The relevant LCA's set out in the RLCA will be used as the basis for the appraisal of landscape character effects at the regional and local scale.
- 3.5.36 The following 3 distinct LCA's have been identified within the 1km Study Area, which are illustrated on **Figure 2**.

3.5.37 The Proposed Development Is located within **LCA 24 – Sully Ridge / Cosmeston**. Key characteristics and sensitivity associated with the area are set out below:

- *A mosaic of lowland terrestrial habitats, mainly given over to agriculture.*
- *There are important water bodies and woodlands at Cosmeston Lakes, a former quarry site, and small areas of woodland on the side slopes of the ridge.*
- *An elevated area offering extensive views out across the Vale and Bristol Channel.*
- *It has a sense of exposure and a coastal edge landscape with sparse, windblown vegetation mainly pastoral in use, the field boundaries are formed by well-maintained hedges.*
- *Important recreational landscapes at Cosmeston Lakes and the adjacent Downs Golf Course. Close to the settlements more disturbance and disruption to the landscape with the visual settlement edge issues of litter, fly tipping, discordant boundaries.*

3.5.38 Whilst much of LCA 24 is largely rural in nature, the area through which the Proposed Development passes, comprises urban areas to the east and west, connected by the B4267, increasing the presence of development and the sense of urbanisation at the more local scale.

3.5.39 The Study Area is located within Tranquility Zone B, so it is accepted that there are notable detractors present.

3.5.40 There are no nationally designated landscapes in the part of the LCA within the Study Area, however Cosmeston Lakes Country Park is an important locally valued landscape. Features within the wider landscape are generally unremarkable and easily substitutable, with a high ability to accommodate the type of changes associated with the Proposed Development. Sensitivity to this type of development is considered to be **Medium**.

3.5.41 The following LCA's within the wider Study Area are set out below, with their key characteristics.

LCA 6 – Barry to Penarth Intertidal Zone

- *A mosaic of lowland terrestrial habitats, mainly given over to agriculture.*
- *Less isolated stretch of coastline, with views westwards across the Barry Docks and associated industrial areas, and eastwards to Penarth and Cardiff Bay beyond.*
- *Limited access from Coast Path, and the underlying conglomerate rocks give a less structured, dull red appearance to the exposed cliff areas.*

LCA 17 – Cog Moors

- *A flat area of reclaimed marshland given over to agriculture.*
- *A mixture of lowland agricultural vegetation, hedgerows and hedgerow trees.*
- *Few areas of woodland.*
- *Drainage ditch system provides an important habitat resource.*
- *Enclosed by higher ground (Pop Hill at 40m AOD, Sully Ridge 50m plus AOD) it presents a mosaic of rough pasture within a matrix of drainage ditches and associated hedgerows and hedgerow trees.*
- *Many hedgerows are gappy and overgrown, and despite its proximity to Barry and Dinas Powys it retains a remote and tranquil feel.*
- *Poorly managed, compounded on the settlement edges.*
- *It has a number of detractors, including overhead power lines and the noise disruption of the railway and A4055 road.*

3.5.42 No direct effects or intervisibility are anticipated for either LCA 6 or LCA 17, so determinations of sensitivity have not been carried out.

Table 3-3 Summary of Local Landscape Character Area (LCAs)

LCA	Sensitivity	Scoped In / Out
LCA 6 – Barry to Penarth Intertidal	N/A	Out No direct effects or intervisibility
LCA 17 – Cog Moors	N/A	Out No direct effects or intervisibility
LCA 24 – Sully Ridge/Cosmeston	Medium	In Potential for direct landscape effects

3.6 Visual Baseline

Introduction

- 3.6.1 The visual baseline assesses the theoretical visibility of the Proposed Development and identifies those people whose visual amenity is likely to be affected by changes to their views.
- 3.6.2 A baseline assessment of the local visual context and visual amenity was undertaken in June 2024 to understand the existing extent of visibility of the Site, key views in the vicinity of the Site and key visual receptors likely to be affected by the Proposed Development.
- 3.6.3 Key representative views (RVs) have been identified, which reflect the character and quality of typical views from key visual receptors. These RV's provide the baseline against which the visual effect of the Proposed Development can be appraised.

Visual Receptors

- 3.6.4 Analysis of the PDS and Study Area through desk-top study and field-work has identified the following Visual Receptors.

Users of National Trails

- 3.6.5 The Welsh Coast Path runs along the east side of the Study Area from Penarth and then heads south towards Sully. This route has little contact with the existing road network and largely follows the coast, except for a section that passes close to The Bay Caravan Park. It does not pass through the PDS.

User of Long-Distance Footpaths

- 3.6.6 The Capital Walk runs for 38 miles around the surrounding areas of Cardiff, including the town of Dinas Powys, across the Vale of Glamorgan railway line and through Cosmeston Lakes. The route passes through the PDS as it follows St Mary's Well Bay Road under the proposed ATR.

Users of other Public Rights of Way

- 3.6.7 There is a network of Local Authority Public Rights of Way (PRoW) within the Study Area. These are listed below, with their closest proximity to the PDS.
- Footpaths VG/S13/4/3, VG/S13/4/4, VG/S13/4/5, VG/S13/4/6, VG/S13/4/7. Starting from Sully, these adjoining footpaths follow the route of the Welsh Coast Path, close to Sully Bay and the beach. VG/S13/4/6 and VG/S13/4/7 divert either side of Island View Caravan Park, with the latter running through the parks' entrance. Both of these footpaths end at Beach Road. The closest distance from the PDS for any of these routes is approximately 250m;
 - Footpaths VG/S13/6/1, VG/S13/7/1 and VG/S13/8/1 connect to footpaths VG/S13/4/3 and VG/S13/4/6 (VP2) and branch out north into the residential area of Sully along minor roads or tracks;

- Footpath VG/S13/9/1 starts where Beach Road meets a small carpark, approximately 500m from the PDS. This short footpath runs through the centre of the carpark and proceeds eastwards, terminating at Swanbridge Bay;
- Footpath VG/L1/1/1 proceeds east from St Mary's Well Bay Road, approximately 650m from the PDS. It follows the coast through woodland, before passing The Bay Caravan Park. It continues east through Lavernock Nature Reserve until it reaches Fort Road;
- Footpath VG/L1/7/1 and VG/L1/8/1 follow the same route as part of the Welsh Coast Path, along the north-eastern boundary of The Bay Caravan Park, approximately 400m to the south of the PDS;
- Footpath VG/L1/5/1 proceeds from at St Mary's Well Bay Road adjacent to the entrance of The Bay Caravan Park, approximately 425m to the south of the PDS. From here it connects with Footpath VG/L1/5/2 and follows a number of field hedgerows heading north-east (VP8), terminating at Fort Road;
- Footpath VG/L1/6/1 (VP11) proceeds south-west from Fort Road, along the boundary of Lavernock Point Holiday Estate, terminating at Lavernock Nature Reserve, approximately 575m to the south-east of the PDS;
- Footpath VG/L1/2/1 starts just to the north of Lavernock Fort Gun Battery, proceeding along Lavernock Stony Beach. Here it heads north with Ranny Bay to the east and a patchwork of fields to the west (VP6). Further north the route enters the outskirts of Cosmeston and then later Lower Penarth;
- Restricted Byway VG/P1/14/2 starts within Cosmeston Lakes Country Park, approximately 425m to the north of the PDS, proceeding northwards across the lake and exiting the Study Area to the north.
- Footpath VG/L1/3/1 is a short stretch of footpath running from B4267/Lavernock Road (VP7), across a small field, to one of the many paths within Cosmeston Lakes Country Park, approximately 250m to the north of the PDS.
- Footpath VG/S13/2/1 begins on the eastern side of Sully Road, just north of the entrance to Home Farm, approximately 800m to the north of the PDS. The route proceeds eastwards towards Cosmeston Lakes Country Park (VP9) across parkland, before joining a larger path that links the Restricted Byway VG/P1/14/2 and B4267/Lavernock Road.

National Cycle Route (NCR)

- 3.6.8 NCR 88 enters the Study Area from the north (along Railway Walk, connecting with Cosmeston Drive) and will be integrated with the PDS. This route connects the Cardiff Bay area to Penarth and Cosmeston, and the proposed ATR will extend this route into Sully.

Users of CRoW Open Access Land (UK Government, 2000)

- 3.6.9 There are no areas of CRoW Open Access Land within the Study Area.

Users of Areas of Recreation

- Cosmeston Lakes Country Park & Medieval Village, 175m to the north;
- Lavernock Nature Reserve, 425m to the south-east;
- Lavernock Point Holiday Estate, 575m to the south-east;
- Lavernock Stony Beach, 925m to the south-east;
- Penarth Cliff Top Park, 875m to the north;
- Sully Indoor Bowls Arena, 25m to the south;
- Sully Outdoor Bowls Arena, 75m to the south;
- Sully Primary School, 650m to the west;
- Sully RFC, 450m to the south-west;
- Sully Sailing Club, 450m to the south-west;

- Sully Sports and Social Club, 25m to the south;
- Sully Sports FC, 50m to the south-west;
- Swanbridge Bay, 625m to the south;
- The Bay Caravan Park, 400m to the south;
- The Glamorganshire Golf Club, 300m to the north-west; and
- The Spinney Park Holiday & Leisure Park, 350m to the south;

Residential Receptors

- Properties within Cosmeston, adjacent to PDS;
- Properties at Lavernock, 575m to the south-east;
- Properties within Sully, adjacent to PDS;
- Properties at Swanbridge, 200m to the south;
- 'Baruch', 10m to the north;
- Group of five properties along Swanbridge Road, 375m to the north;
- Lower Cosmeston Farm, 200m to the north-west;
- Sutton Farm, Lavernock, 300m to the south;
- Ty'r Orsaf & 2 Fort Road, 50m to the south; and
- Vineyard Cottage, The Vineyard & The Wrenn's Nest, adjacent to PDS to the north-west.

Users of Highways

- B4267/Lavernock Road, partly within the PDS;
- Beach Road, adjacent to the PDS;
- Cog Road, 800m to the north-west;
- Fort Road, intersects with the PDS;
- St Mary's Well Bay Road, intersects with the PDS; and
- Swanbridge Road, adjacent to the PDS.

Summary of Visual Receptors to be carried forward for Appraisal

Table 3-4 Summary of visual receptors to be carried forward for appraisal

Visual Receptor	Scoped In / Out
National Trails	
Welsh Coast Path	Out Obscured by landform & vegetation
Long Distance Routes	
The Capital Walk	In Close proximity means views will be unavoidable
Local Authority PRow	
VG/S13/4/3, VG/S13/4/4, VG/S13/4/5, VG/S13/4/6, VG/S13/4/7	Out Views obscured by intervening vegetation, buildings & landform
VG/S13/6/1, VG/S13/7/1 and VG/S13/8/1	Out Views obscured by intervening vegetation, buildings & landform
VG/S13/9/1	Out

	Views obscured by intervening vegetation, buildings & landform
VG/L1/1/1	Out Views obscured by intervening vegetation & landform
VG/L1/7/1 and VG/L1/8/1	Out Views obscured by intervening vegetation & landform
VG/L1/5/1 and VG/L1/5/2	Out Views obscured by intervening vegetation & landform
VG/L1/6/1	Out Views obscured by intervening vegetation & landform
VG/L1/2/1 and VG/P1/17/1	Out Views obscured by intervening vegetation & landform
VG/P1/14/2	Out Views obscured by intervening vegetation & landform
VG/L1/3/1	Out Views obscured by intervening vegetation & landform
VG/S13/2/1, VG/L1/4/1 and VG/L1/4/2	Out Views obscured by intervening vegetation & landform
Areas of Recreation	
Cosmeston Lakes Country Park & Medieval Village	Out Obscured by vegetation & buildings
Lavernock Nature Reserve	Out Obscured by vegetation
Lavernock Point Holiday Estate	Out Obscured by vegetation
Lavernock Stony Beach	Out Obscured by landform
Penarth Cliff Top Park	Out Obscured by vegetation & buildings
Sully Indoor Bowls Arena Sully Sports and Social Club Sully Sports FC	In Likely to experience views
Sully Outdoor Bowls Arena	Out Obscured by vegetation
Sully Primary School	Out Obscured by vegetation & buildings
Swanbridge Bay	Out Obscured by landform
Sully RFC	Out Obscured by vegetation & buildings
Sully Sailing Club	Out Obscured by vegetation & buildings

The Bay Caravan Park	Out Obscured by landform & vegetation
The Glamorganshire Golf Club	Out Obscured by vegetation & buildings
The Spinney Holiday Park	Out Obscured by landform, vegetation & buildings
Residential	
Properties to the south of Cosmeston, including those on: <ul style="list-style-type: none"> • Cosmeston Drive; and • Shearwater Close 	In Likely to experience views
Properties within Lavernock	Out Obscured by landform, vegetation & buildings
Properties towards the east of Sully, including those on: <ul style="list-style-type: none"> • Winsford Road; and • Swanbridge Grove 	In Likely to experience views
Properties within Swanbridge	Out Obscured by landform, vegetation & buildings
'Baruch'	In Likely to experience views
'Dros-y-Mor'	Out Obscured by landform & vegetation
Group of five properties along Swanbridge Road	Out Obscured by vegetation
Lower Cosmeston Farm	In Possible to experience views
Sutton Farm	Out Obscured by vegetation & buildings
'Ty'r Orsaf' & 2 Fort Road	In Potential for glimpsed views
'Vineyard Cottage', 'The Vineyard'	In Possible views
'The Wrenn's Nest'	Out Obscured by vegetation
Highways	
B4267/Lavernock Road or South Road	In Likely to experience views
Beach Road	In Likely to experience views

Cog Road	Out Obscured by vegetation & buildings
Cosmeston Drive	In Close proximity means views will be unavoidable
Fort Road	In Likely to experience views
St Mary's Well Bay Road	In Likely to experience views
Swanbridge Road	In Likely to experience views
Fulmar Close and Shearwater Close	Out Views obscured by buildings

Representative Viewpoints

- 3.6.10 After analysis of the overall visual amenity context of the site and its surrounds, and identification of those visual receptors upon which there is the potential for significant effects resulting from the Proposed Development, a set of Representative Viewpoint (RV) locations have been determined.
- 3.6.11 Some of the RV's correspond with receptors that have been scoped out of the Appraisal, however they are included here to illustrate no visibility.
- 3.6.12 **Table 3-5** presents the locations of the viewpoints as well as their reference. Summer Viewpoint Photographs have been used to illustrate the Appraisal and are presented in **Figures 6.1 - 6.11**.

Table 3-5 Viewpoint Locations

Viewpoint Reference	Description and Receptors	Distance from Site Boundary
VP1	View to the east from the B4267/South Road. Walkers, cyclists & road users	5m
VP2	View to the north-west on the Welsh Coast Path. Walkers	300m
VP3	View to the south-west on the B4267/Lavernock Road. Residential, walkers & road users.	10m
VP4	View to the north-west from St Mary's Well Bay Road. Walkers & road users.	325m
VP5	View to the south-west on St Mary's Well Bay Road including Capital Walk. Walkers & road users.	85m
VP6	View to the north-west on field boundary, not far from Welsh Coast Path. Walkers.	260m
VP7	View to the east onto Fort Road. Walkers & road users.	240m
VP8	View to the north-west from VG/L1/5/2. Walkers.	300m
VP9	View to the south from footpath VG/L1/4/1. Walkers.	325m
VP10	View to the east from footpath VG/L1/4/2. Walkers.	95m
VP11	View to the north-west from footpath VG/L1/6/1 & Wales Coast Path. Walkers.	570m

4 Design and Mitigation

4.1 The Proposed Development

- 4.1.1 The Proposed Development is shown on the accompanying suite of plans (10056562-ARC-XX-300-DR-A-00001–00011). It comprises a non-motorised Active Travel Route (ATR) linking Sully to Cosmeston.
- 4.1.2 The design consists of:
- Bi-directional ATR, with connections to existing highways, cycle routes and PRow;
 - Upgrades to existing highways, including the provision of crossing points; and
 - Access ramp from St Mary's Well Bay Road.
- 4.1.3 From the west, the ATR runs adjacent to the north of the existing B4267 for approximately 800m. Development in this location is limited to enhancements to the existing highway and will require no vegetation to be removed.
- 4.1.4 The route then crosses the highway via a proposed pedestrian crossing and joins the route of a disused railway line, proceeding north-eastwards along the top of the existing heavily wooded embankment for approximately 2000m until it reaches Cosmeston Drive. Existing vegetation along this part of the route will be retained where possible through the use of no-dig construction techniques.

Construction phase

- 4.1.5 A construction compound and welfare facilities will be located in the car park area within Sully Sports & Social Club.
- 4.1.6 The anticipated timeframe for the construction phase of the project will be 9-12 months.
- 4.1.7 Common effects can be reduced through the implementation of practices in accordance with the Considerate Constructors Scheme (such as appropriately sited construction compounds, suitable control of construction lighting away from surrounding countryside, limiting material stockpile heights and the implementation of tree protection measures in accordance with *BS5837: Trees in Relation to Design, Demolition and Construction to Construction - Recommendations* (British Standards Institute, 2012).

Lighting during construction

- 4.1.8 The Contractor will develop a Lighting Scheme for the Construction and Operational Stages of the Proposed Development. This will be submitted for approval to the Local Planning Authority.
- 4.1.9 The general principles will include:
- Construction lighting kept to a minimum to facilitate safe working methods whilst preventing light pollution above or near the horizontal;
 - Lamps above 500 lumens should be installed in dark sky friendly fixtures that prevent unnecessary upward light;
 - Point where the light is needed not in a direction that causes a nuisance to neighbours or wildlife;
 - Switch off lighting when not needed. Consider the use of proximity sensors and avoid dusk-till-dawn sensors;
 - Light to the appropriate illuminance;
 - Avoid bright white and cooler temperature LED's; and
 - Install at the lowest possible height to achieve required lighting levels.

- 4.1.10 The contractor will undertake a lighting assessment to manage light impacts. Temporary lighting will be restricted to meet on-site safety and security requirements.

4.2 Landscape design aims and objectives

- 4.2.1 The aim of the landscape design aspect of the project is to complement the Proposed ATR with native species vegetation, providing visual mitigation and screening of proposed embankments, hard landscape and bollard lighting (which is included in the section of the route that follows the historic railway embankment), whilst connecting with existing Green Infrastructure and habitat networks.

Landscape objectives

- Deliver high-quality hard and soft landscaping, taking into consideration local character and existing Green Infrastructure;
- Achieve a Net Benefit for Biodiversity across the Proposed Development, in accordance with Welsh Government *Diversity, Extent, Condition, Connectivity and Aspects of ecosystem resilience* (DECCA) framework;
- Support ecological aspirations for the wider scheme through the provision of suitable soft landscaping wherever possible; and
- Provide landscape and visual mitigation, where possible to minimise potentially negative impacts identified within this report.

Landscape Design

Soft Landscape

- 4.2.2 The Soft Landscape Design Proposals are shown on drawing numbers 10056562-ARC-XX-300-DR-A-00001-00011 and comprise:
- Retention of existing vegetation where possible through the use of no-dig construction techniques, utilising the existing compacted ballast from the historic railway embankment as a build-up. This approach will maintain screening for sensitive receptors and help to preserve the existing landscape character
 - Woodland and hedgerow planting adjacent to the ATR and access ramp from St Mary's Well Bay Road. Species will be a native mix of local provenance, including Oak, Field Maple, Silver Birch, Hawthorn and Hazel.
 - Seeding of species-rich grassland to verges and areas of embankment to provide additional habitat for pollinators.
 - Creation of predominantly native-species vegetated rain-gardens within areas of existing grass verges.

Hard Landscape

- 4.2.3 All areas of hard landscape have been designed such that they are consistent with adjoining areas of existing highway infrastructure. Please refer to Engineers drawings 10056562-ARC-XX-010-DR-C-00004 – 00013 for all aspects of hard surfacing, lighting and fencing.

5 Appraisal

5.1 Overview

- 5.1.1 This section considers the temporary and permanent effects of the introduction of the Proposed Development (including the associated landscape works) upon the landscape character and visual amenity of receptors identified in Section 3.
- 5.1.2 Effects of the Proposed Development are considered for each receptor based upon the following:
- Construction Phase
 - Year 1 of the operational phase
 - Residual effects at year 15 of the operational phase
- 5.1.3 An appraisal of night views has not been undertaken as the Proposed Development only includes low-level bollard lighting for the section of the route which follows the disused railway, which is screened by existing woodland and not likely to be visible.

5.2 Construction Phase Effects

- 5.2.1 As the nature of construction works varies significantly across the PDS route, for the purposes of this Appraisal it has been split into two sections:
- The sections of the PDS adjacent to, and connecting with existing highways
 - The PDS following the route of the historic railway line
- 5.2.2 A degree of temporary noise, dust and disruption is likely for both sections of the route.

The sections of the PDS adjacent to, and connecting with existing highways

- 5.2.3 Construction phase activity in these sections of the route is likely to be highly visible due to the close proximity to the highway and residential receptors, particularly towards the western extent of the route as it proceeds eastwards from Sully. Proposed Development in this area comprises the upgrading and/or rerouting of existing pedestrian footways, including the construction of highway crossing points and raised tables. A number of attenuation features / rain gardens will be constructed within existing roadside verges.
- 5.2.4 The construction compound in the car park of Sully Sports & Social Club., whilst noticeable, will not be wholly discordant with existing activity in this location and potential impacts can be adequately mitigated.
- 5.2.5 Construction work is likely to involve the use of pneumatic breakers and disc-cutting equipment, as well as earth moving and resurfacing plant and equipment. Temporary road closures or diversions are likely to be required where there is work to the highway surface and tree protection measures will add noticeable visual clutter.
- 5.2.6 The Proposed Development will deliver a **Low** magnitude of change, resulting in a **Minor** (adverse) level of effect.

The PDS following the route of the historic railway line

- 5.2.7 Once the route leaves the B4267 and joins the route of the historic railway line, existing woodland screening will largely obscure construction phase activity, however there is still likely to be some visibility in locations where there are receptors in close proximity and vegetation is more sparse.

- 5.2.8 As this section of the route is in places located adjacent to high sensitivity residential visual receptors, it is important that effects are reduced with thorough implementation of Considerate Construction Practices (such as appropriately sited signage, lighting, screening and working within designated hours). It would be envisioned that the work would take place in phases to minimise disruption.
- 5.2.9 The Proposed Development will deliver a **Low** magnitude of change, resulting in a **Minor** (adverse) level of effect.

5.3 Landscape Character Effects

LCA 24 – Sully Ridge/Cosmeston (Sensitivity Medium)

- 5.3.1 The extent of this LCA is shown on **Figure 2 – Landscape Character**.
- 5.3.2 The majority of the ATR is located within **LCA 24**, with only two small sections located within neighbouring (unclassified) urban areas: Sully to the west and Cosmeston to the north-east.
- Years 1 and 15
- 5.3.3 The Proposed Development is small and localised when considered in relation to the scale of the LCA.
- 5.3.4 The existing landform will be largely unaffected, except for an access ramp adjacent to St Mary's Well Bay Road, which will require localised earthworks.
- 5.3.5 Existing woodland and hedgerows are preserved for the majority of the route, with only a small amount of removal required to facilitate connections to existing highways at the B4267 and St Mary's Well Bay Road, additional native structural planting is proposed.
- 5.3.6 Remaining works are limited to enhancements to existing highways and verges, in the form of upgrades to existing footpaths, the addition of attenuation features within existing areas of amenity grassland, and pedestrian crossing points to improve connectivity with the existing highway network. These works are contained within the existing highway boundary and are not incongruent with existing development, not affecting the character of the wider LCA.
- 5.3.7 The Proposed Development will deliver a **Low** magnitude of change, resulting in a **Minor** (adverse) level of effect, reducing further by year 15 to **Negligible**

5.4 Visual Effects

Long Distance Routes

- 5.4.1 Long Distance Routes (LDRs) are typically recognised for their leisure and scenic qualities. The section of the LDR which is likely to experience views towards the Proposed Development follows the route of an existing highway, with no notable views, hence it is considered that the LDR in this location is of **Medium** sensitivity.

Capital Walk (Representative Viewpoint 5)

- 5.4.2 The Capital Walk LDR follows the route of St Mary's Well Bay Road, passing through the PDS at approximately its midpoint.
- 5.4.3 Views from the section of the LDR to the south of the PDS are obscured firstly by landform where the route follows the coastline, then subsequently by woodland, roadside vegetation and existing woodland on the embankment to the south of the ATR as the route proceeds northwards.
- 5.4.4 Views of the ATR from the section of the LDR from the north of the PDS and the B4267 /Lavernock Road are likely to be noticeable, particularly in relation to close proximity views where the ATR connects with St Mary's Well Bay Road. In this location, the addition of the access ramp will require

the removal of both roadside vegetation and a section of existing vegetation to the north of the PDS, opening up views of the ATR and adding a substantial structure to the view, albeit set in the context of the existing railway bridge and railway embankment.

- 5.4.5 Further to the north beyond the B4267 and onward through Cosmeston Lakes, views become obscured by vegetation.

Year 1

- 5.4.6 At year 1, in the absence of mitigation planting, the addition of the proposed access ramp from St Mary's Well Bay Road will add a permanent, notable discordant element to the view, however the extent to which this will be visible is limited to only a short section of the overall LDR.
- 5.4.7 It is considered that the Proposed Development would result in a **Medium** magnitude of change, leading to a **Moderate (adverse)** level of effect.

Year 15

- 5.4.8 At year 15, proposed hedgerow and woodland planting on the access ramp will have matured such that it can deliver a degree of screening of the structure and ATR beyond, helping to obscure views and embed the Proposed Development within the landscape setting.
- 5.4.9 The Proposed Development will result in a **Low** magnitude of change, leading to a **Minor (adverse)** level of effect.

Leisure Receptors

- 5.4.10 Leisure receptors are generally considered to be of **medium** sensitivity, depending on the type of activity and setting.

Sully Indoor Bowls Arena / Sully Sports and Social Club / Sully Sports FC

- 5.4.11 These receptors are located immediately to the south of the B4267 as it proceeds eastwards from Sully.
- 5.4.12 Proposed Development in this location is limited to relatively minor changes to the existing highway infrastructure, including the re-routing/upgrading of existing cycleways and footpaths, the provision of raised tables and crossing points over Highbridge Close, Swanbridge Grove and Swanbridge Road, as well as the construction of vegetated rain gardens within existing grass verges. The Proposed Development is contained entirely within the existing highway boundary and is not incongruent with the existing character of the highway setting.

Years 1 & 15

- 5.4.13 Once constructed, the Proposed Development will add a number of noticeable features to views for users of these facilities, albeit likely to be limited to times of arrival and departure.
- 5.4.14 Views will be very similar at years 1 and 15, resulting in a **Low** magnitude of change, leading to a **Minor to Negligible (Adverse)** level of effect.

Residential Receptors

- 5.4.15 Residential Receptors are considered to be **High** sensitivity.

Residential Properties towards the southern fringe of Cosmeston

- 5.4.16 These receptors are located adjacent to northern extents of the Proposed Development. The existing route of the former railway is currently used as a permissive path and is likely to be visible from properties on both Cosmeston Drive and Shearwater Close, although views are partially obscured by existing vegetation along property boundaries and adjacent to the PDS.

5.4.17 Proposed Development in this location is limited to upgrading the existing grassed permissive route to hardstanding, as well as minor upgrades to the existing highway to facilitate access to the ATR, including staggered bollards and tactile paving.

Year 1

5.4.18 At year 1, the Proposed Development is likely to be noticeable to adjacent properties, particularly from overlooking first floor windows, however it will not appear incongruent with the existing character of the view, as much of the vegetation lining the route is retained and the route has historically been used by pedestrians and cyclists connecting with NCR88, which is located directly opposite on Cosmeston Drive.

5.4.19 It is considered that the Proposed Development will result in a **Low** magnitude of change, leading to a **Moderate to Minor (adverse)** level of effect.

Year 15

5.4.20 At year 15, proposed vegetation adjacent to the ATR will have matured such that it provides additional screening, particularly to those receptors located to the east, filtering views and softening the presence of the development, thereby reducing the magnitude of change to **Negligible**, leading to a **Minor (Adverse)** level of effect.

Residential Properties towards the eastern fringe of Sully

5.4.21 These receptors are located on highways adjacent to the north of the Proposed Development as it proceeds eastwards from Sully.

5.4.22 Development in this location is contained within the existing highway boundary and limited to the re-routing/upgrading of existing cycleways and footpaths, the provision of raised tables and crossing points over Highbridge Close, Swanbridge Grove and Swanbridge Road and the construction of vegetated rain gardens within existing grass verges.

Years 1 & 15

5.4.23 Whilst the Proposed Development is likely to be readily noticeable from receptors with a southerly aspect, it is not considered that the composition of the view will be materially altered. Usage is likely to remain very similar and there will be little discernible difference between views at Year 1 and Year 15.

5.4.24 It is considered that the Proposed Development will result in a **Low** magnitude of change, leading to a **Moderate to Minor (adverse)** level of effect.

Individual residential property - 'Baruch'

5.4.25 This detached residential property is located immediately to the north of the PDS boundary, to the west of Fort Road. Existing vegetation along the property boundary to the north of the railway embankment currently provides considerable screening of southerly views, however there are still likely to be close-proximity glimpses into the PDS, particularly from first-floor windows, which are at a similar height to the embankment. A 2.4m close-board fence is proposed in this location, which will help to mitigate views of the ATR beyond.

Years 1 & 15

5.4.26 Given that existing vegetation to the north of the PDS will be retained, the most notable change to southerly views will be the addition of the close board fence, of which glimpses are likely through existing boundary vegetation, particularly during winter months. This will add a noticeable discordant element to the view, although the overall character and composition of the view will remain largely unchanged. Views of the ATR beyond will be obscured.

5.4.27 It is considered that the Proposed Development will result in a **Low** magnitude of change, leading to a **Moderate to Minor (adverse)** level of effect

Individual residential property - 'Lower Cosmeston Farm'

- 5.4.28 Lower Cosmeston Farm comprises several farm buildings and structures, with the main farmhouse dwelling located beyond these, towards the north-east of the estate approximately 200 from the PDS. The farmhouse is surrounded by mature vegetation, however it is lower growing to the south and there are some gaps, which are likely to permit views towards the PDS from south facing first floor windows. Construction work has started on a proposed school development in the neighbouring field, with site fencing and groundworking clearly visible.

Years 1 and 15

- 5.4.29 Retained woodland along the northern boundary of the PDS obscures views beyond for much of the route, however there are likely to be glimpses where vegetation is more sparse, particularly during winter months.
- 5.4.30 It is considered that the Proposed Development will result in a **Negligible** magnitude of change, leading to a **Minor (adverse)** level of effect

Individual residential properties - 'Ty'r Orsaf' & '2 Fort Road'

- 5.4.31 These dwellings are located adjacent to Fort Road, approximately 50m from the southern PDS boundary. The properties are sited some 3-4m lower than raised embankment of the PDS, with a considerable amount of boundary vegetation to the north. Views towards the Proposed Development are likely to be obscured, however, given the close proximity it is possible that there may be glimpses, particularly during winter months when there are no leaves on trees.

Years 1 & 15

- 5.4.32 Whilst glimpses of the Proposed Development may be possible, any views would be limited to upper floors with a northerly/westerly aspect and would be fleeting and likely to be limited to winter months.
- 5.4.33 There would be no discernible difference between years 1 and 15. It is considered that the Proposed Development will result in a **Negligible** magnitude of change, leading to a **Minor (adverse)** level of effect.

Individual residential properties - 'Vineyard Cottage', 'The Vineyard'

- 5.4.34 These dwellings are located adjacent to the B4267, immediately to the north of the PDS boundary. Views towards the Proposed Development are partially obscured by boundary vegetation, however glimpses toward the ATR as it leaves the highway and joins the former railway embankment may be possible, particularly during winter months.

Years 1 & 15

- 5.4.35 Views towards the proposed crossing on the B4267 and vegetation removal to allow access to the former railway embankment will be mostly obscured by existing vegetation to the north of the B4267, however it is possible that there will be glimpses, particularly during winter months when there are no leaves on the trees. Glimpses of the proposed ATR as it climbs the embankment may also be possible, but will largely be obscured by existing woodland.
- 5.4.36 There is not likely to be a noticeable difference between views at year 1 and year 15. It is considered that the Proposed Development will result in a **Negligible** magnitude of change, leading to a **Minor (adverse)** level of effect.

Highway Receptors

- 5.4.37 Users of highways are generally considered to be **Low** sensitivity receptors.

Users of B4267/Lavernock Road/South Road

- 5.4.38 These routes are considered as one, connecting Sully to Cosmeston.

5.4.39 The Proposed Development will introduce a number of noticeable changes to views for users of these routes. This will include localised changes to existing kerb lines, the addition of a number of pedestrian crossings and raised tables, the rerouting and upgrading of existing cycleways and the addition of rain gardens to roadside verges.

Years 1 & 15

5.4.40 Whilst the Proposed Development will undoubtedly result in noticeable changes for users of these highways, all of the changes would be relatively minor, primarily comprising enhancements to the existing highway infrastructure, and would be largely contained within the existing highway boundary. Specimen trees within verges would be retained and only a small section of existing woodland would require removal to permit access to the former railway embankment.

5.4.41 There would be little difference between years 1 and 15. It is considered that the Proposed Development would result in a **Low** magnitude of change, leading to a **Minor to Negligible (adverse)** level of effect.

Users of Beach Road

5.4.42 Beach Road runs north-south between the B4267 and the coast. The route is lined by established roadside vegetation, such that views towards the Proposed Development will be largely obscured except for the point where it enters the PDS and connects with the B4267. At this point, changes to the existing highway infrastructure will be clearly visible. Changes include additional pedestrian crossings/raised tables, the rerouting and upgrading of existing cycleways and the addition of rain gardens to roadside verges. These changes, whilst noticeable, would be contained within the existing highway boundary and would not appear out of context with the existing highway infrastructure. Existing specimen trees will be retained.

Years 1 & 15

5.4.43 There would be little difference between year 1 and 15 except for the maturation of planting within rain gardens. It is considered that the Proposed Development would result in a **Negligible** magnitude of change, leading to a **Negligible (adverse)** level of effect.

Users of Cosmeston Drive

5.4.44 Cosmeston Drive runs between the B4267 and Bittern Drive, briefly passing through the PDS at its northernmost extent.

5.4.45 Views of the Proposed Development are obscured by existing buildings and vegetation for much of Cosmeston Drive, limited to the very short section of the route where the proposed ATR connects with it. At this point, fleeting views along the proposed ATR will become possible. There will be a noticeable change to the view in this location, with the informal grassed access of the former railway embankment replaced with a more formalised cycleway, comprising asphalt surfacing with mown verges and bollard lighting. Existing vegetation beyond the proposed ATR will remain largely unchanged. The Proposed Development will not appear incongruent with the surrounding urban context, particularly given that the existing NCA 88 is located directly opposite.

Years 1 and 15

5.4.46 There would be little noticeable difference between years 1 and 15. It is considered that the Proposed Development would result in a **Low** magnitude of change, leading to a **Minor to Negligible (adverse)** level of effect.

Users of Fort Road

5.4.47 Fort Road runs broadly north-south between the B4267 and Lavernock Point, passing through the PDS under an existing (former) railway bridge.

- 5.4.48 Views from the section of the route to the north of the PDS where it joins the B4267 are initially obscured by roadside vegetation, however as the route continues south, views towards the PDS become possible. Construction activity and fencing associated with neighbouring development can be seen to the east of the road. Whilst the ATR itself will be largely obscured by existing vegetation along the railway embankment.
- 5.4.49 Views from much of the route to the south of the PDS are obscured by established roadside vegetation and where there are gaps, by existing woodland along the south of the former railway embankment. Glimpses may be possible immediately to the south of the PDS through trees, particularly during winter months.

Years 1 and 15

- 5.4.50 There would be little difference between year 1 and 15. It is considered that the Proposed Development would result in a **Low** magnitude of change, leading to a **Minor to Negligible (adverse)** level of effect.

Users of St Mary's Well Bay Road

- 5.4.51 A description of the likely experiential qualities and visual effects for users of St Mary's Well Bay Road has already been provided within the appraisal for users of The Capital Walk LDR, which follows the road for part of its length.

Year 1

- 5.4.52 At year 1, in the absence of mitigation planting, the construction of the proposed access ramp from St Mary's Well Bay Road will add a permanent, notably discordant element to the view.
- 5.4.53 It is considered that the Proposed Development would result in a **Medium** magnitude of change, leading to a **Minor (adverse)** level of effect

Year 15

- 5.4.54 At year 15, proposed hedgerow and woodland planting on the access ramp will have matured such that it can deliver a degree of screening of the structure and ATR beyond, helping to obscure views and embed the Proposed Development within the landscape setting.
- 5.4.55 The Proposed Development will result in a **Low** magnitude of change, leading to a **Minor to negligible (adverse)** level of effect.

Users of Swanbridge Road

- 5.4.56 Swanbridge Road runs north-south between Cog Road and the B4267 to the east of Sully. The route is bisected by a disused railway embankment, which obscures southerly views towards the PDS from the majority of the route, leaving only the section as it approaches the PDS. From this section of the road, changes to the existing highway infrastructure will be visible, including additional pedestrian/cycle crossings with raised tables, the rerouting and upgrading of existing cycleways and the addition of rain gardens to roadside verges to the south of the B4267. These changes would be contained within the existing highway boundary and would not appear out of context with the existing highway infrastructure. Existing vegetation will be retained.

Years 1 & 15

- 5.4.57 There would be little difference between year 1 and 15, except for the maturation of planting within rain gardens to the south of the B4267. It is considered that the Proposed Development would result in a **Negligible** magnitude of change, leading to a **Negligible (adverse)** level of effect.

6 Summary and Conclusion

- 6.1.1 The location and design of the ATR has been carefully considered in terms of managing potential Landscape and Visual effects. The utilisation of existing routes and the retention of existing vegetation wherever possible are key factors of the design.

Landscape Effects Summary

- 6.1.2 The Proposed Development is essentially split into two distinct sections. The western extent of the route is located within the existing highway boundary of the B4267, here proposals are limited to relatively minor interventions to existing highway infrastructure that are in context with their surroundings and will not affect the character of the wider LCA. The eastern extent of the route follows a historic railway embankment and is mostly hidden by existing woodland.
- 6.1.3 Throughout the scheme, the landscape fabric remains largely unchanged, with only localised changes to topography and small sections of vegetation removed to facilitate access to the embankment. Existing land use within the PDS remains largely unchanged except for the addition of hard surfacing to the eastern section of the route on the historic railway embankment, where no-dig construction techniques will result in minimal impact upon existing woodland.

Visual Effects Summary

- 6.1.4 Whilst the ZTV indicates extensive visibility across the Study Area, it does not take into account screening from built form, or vegetation. The true extent of visibility has been confirmed during the field survey.
- 6.1.5 The photographic sheets which accompany the Appraisal show that large parts of the Proposed Development are likely to be screened by a combination of existing built form, landform and vegetation. Where potential lines of sight have been identified that are likely to affect visual amenity, additional planting has been proposed to mitigate effects.
- 6.1.6 Development within the urban section of the route as it follows the B4267 eastwards from Sully, is limited to relatively minor interventions to the existing highways, with visual effects largely restricted to the construction phase. No unacceptable residual effects are anticipated once the Proposed Development becomes operational in this area.
- 6.1.7 Views of the Proposed Development within the section of the route that follows the historic railway embankment, will be largely obscured by existing woodland, retained as part of the proposals. Where existing woodland is to be removed to facilitate access, mitigation planting has been proposed to reduce the visual impact of the development, which will become increasingly effective as it reaches maturity.

Conclusion

- 6.1.8 It is considered that the Proposed Development would not result in any unacceptable residual long-term landscape or visual effects.

7 References

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Appendix A

Methodology

This Landscape and Visual Appraisal (LVA) was carried out broadly in accordance with best practice guidelines for Landscape and Visual Impact Assessment as set out in the Guidelines for Landscape and Visual Impact Assessment (3rd edition, 2013) (GLVIA3).

The assessment approach and process is summarised in the flow diagram below from GLVIA3:

3 Principles and overview of processes

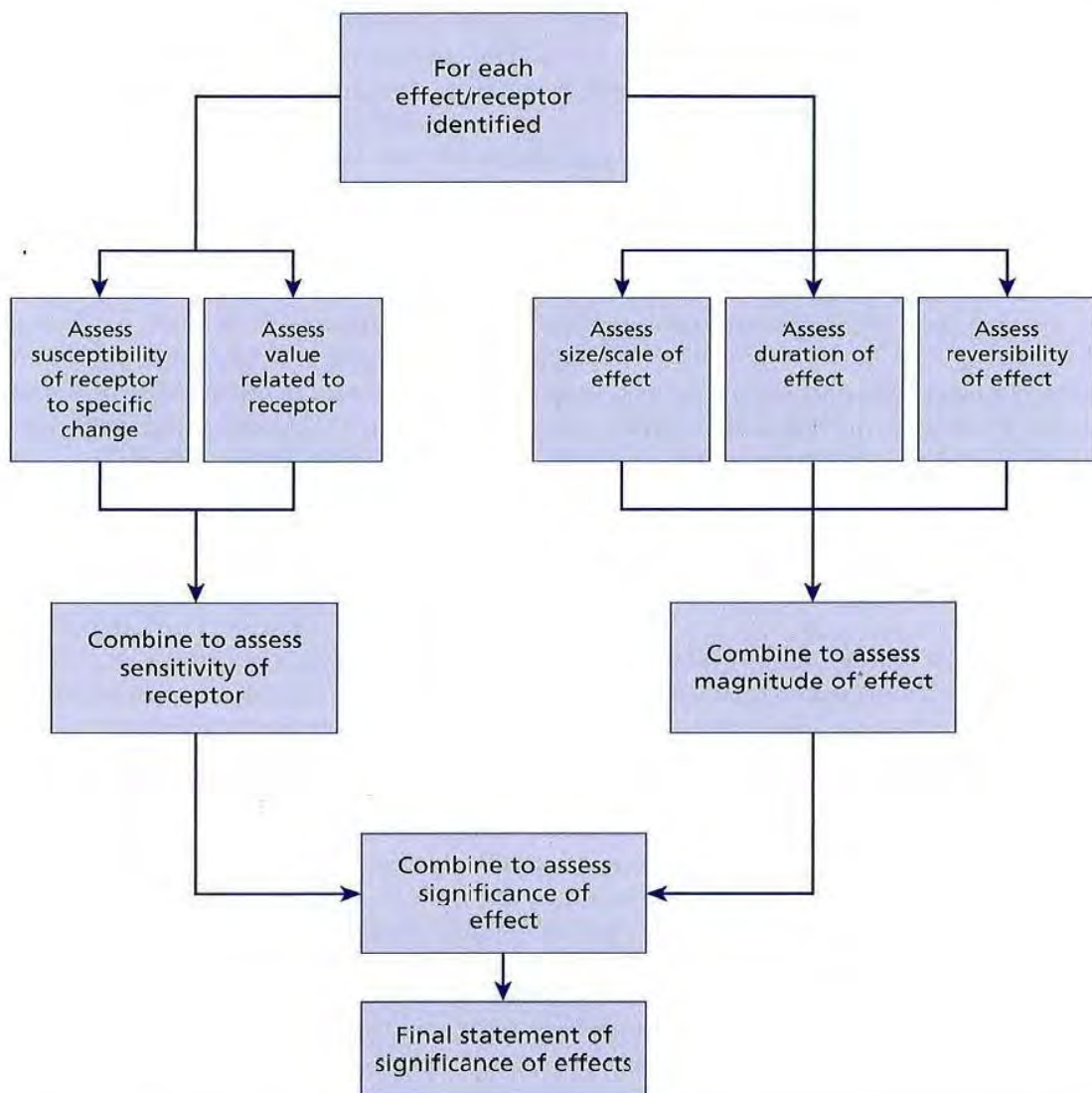


Figure 3.5 Assessing the significance of effects

In the text below there are a number of tables setting out the decision-making framework for assessing sensitivity and magnitude and how these are considered together to reach an assessment of significance.

In all cases these tables are guidelines, not hard and fast rules. Conclusions about the sensitivity of receptors, the magnitude of impacts and the significance of effects are always based on professional judgement.

Assigning Value and Sensitivity

Landscape Receptors

Landscape effects can be defined as the changes in the fabric, character and quality of the landscape as a result of a development, through:

- Direct effects upon the landscape fabric (specific features and elements that make up the landscape);
- Indirect effects upon the overall patterns of elements and on the perceptual and aesthetic aspects that give rise to landscape character and regional and local distinctiveness; and
- Effects upon valued landscapes such as public open space, statutorily designated heritage assets and designated nature conservation sites with public access.

The sensitivity of the landscape receptors has been arrived at by considering the landscape receptor value and the landscape susceptibility of the receptor to the change proposed, generally in accordance with Tables 1 and 2 below.

Reference is normally made to the relevant Landscape Character Assessments at national and local scales.

Table 1: Landscape Receptor Value

Value	Recognition	Features	Quality / Condition
High	Typically a landscape or feature of international or national recognition: World Heritage Sites, National Parks, National Scenic Areas, Gardens and Designed Landscapes.	Typically a strong sense of place with landscape / features worthy of conservation; Absence of detracting features to occasional detracting features.	A very high quality landscape / feature; attractive landscape / feature; exceptional / distinctive.
Medium	Regional recognition or undesignated, but locally valued landscape / features: Council landscape designation; Local Landscape Areas, Country Parks, Regional Parks.	Typically a number of distinguishing features worthy of conservation; evidence of some degradation and some detracting elements.	Ordinary to good quality landscape / feature with some potential for substitution; a reasonably attractive landscape / feature; fairly typical and commonplace.
Low	Typically an undesignated landscape / feature.	Few landscape features worthy of conservation, evidence of degradation with many detracting features.	Ordinary landscape / feature with high potential for substitution; quality that is typically commonplace and unremarkable; limited variety or distinctiveness.

Table 2: Susceptibility of the Landscape Receptor to Change

Value	Recognition
High	Low ability to accommodate the specific proposed change; undue consequences for the maintenance of the baseline situation (receptor value) and / or achievement of relevant planning policies / strategies.
Medium	Moderate ability to accommodate the specific proposed change; some undue consequences for the maintenance of the baseline situation (receptor value) and / or achievement of relevant planning policies / strategies.
Low	High ability to accommodate the specific proposed change; little or no undue consequences for the maintenance of the baseline situation (receptor value) and / or achievement of relevant planning policies / strategies.

Visual Receptors

Visual effects relate to changes in available views and the effect of those changes on people, including:

- the direct effects of the Proposed Development on the content and character of views (e.g. through intrusion or obstruction and / or the change or loss of existing elements in the view); and
- the overall effect on the change on visual amenity.
- The sensitivity of a visual receptor reflects their susceptibility to change and any values which may be associated with the specific view. It varies depending on a number of factors such as the activity of the viewer, their reasons for being there and their expectations and the duration of view.

Certain views are highly valued for either their cultural or historical associations, which can increase the sensitivity of the viewer. However, whilst a valued view may serve to increase the overall visual receptor sensitivity, a low value will not necessarily reduce sensitivity.

The sensitivity of these receptors has been arrived at by considering the susceptibility of the visual receptor to the change proposed and any values associated with the particular view, guided by Tables 3 and 4 below.

Table 3: Values Associated with Views

Value	Recognition	Indicators of value
High	Recognised views from nationally or internationally important landscape or heritage resources e.g. National Parks or World Heritage Sites (WHS); important views identified in planning policies or statutory documents.	High value / celebrated view; referred to in national or international guide books, tourist guides etc.; literary and art references; presence of interpretive facilities (e.g. visitor centre).

Medium	Recognised views from local or regionally important landscape or heritage resource, such as Local Landscape Areas or Conservation Areas; may be identified in local planning policies or supplementary planning documents.	Moderately valued view; referred to in local or regional guide books, tourist maps etc.; local literary and art references; presence of some interpretive facilities (e.g. parking places or sign boards)
Low	Views of no recognised importance; not identified in any planning policies or supplementary planning documents.	Ordinary view; not referred to in guide books, tourist maps; no literary or art references; no interpretive facilities.

Table 4: Susceptibility of the Visual Receptor to Change

Value	Recognition
High	Residents at home; visitors to major landscape or heritage resources and other attractions; users of long-distance recreational trails such as national trails and mountain access routes; visitors to landscape and heritage resources and other attractions where views of the surroundings are an important contributor to appreciation / experience / enjoyment.
Medium	Users of roads; users of public open space and local public rights of way; visitors to landscape and heritage resources and other attractions where views of the surroundings are a contributor to appreciation / experience / enjoyment.
Low	People at their place of work; shoppers; people engaged in recreational activities where the view of the surroundings is secondary to the enjoyment of the activity.

Assessing Magnitude of Change

The magnitude of landscape and visual change depends upon a combination of factors including the size, scale and nature of change in relation to the context; the geographical extent of the area influenced; and its duration and reversibility, as summarised in **Table 5** below.

Table 5: Magnitude of Landscape and Visual Change

Value	Size, Scale and Nature	Extent	Duration and Reversibility
High	Occupies much of the view or obstructs a significant portion. Forms a large or very noticeable or discordant element. Considerable change to key features or many existing elements of the landscape. Introduces elements considered totally	Ranging from notable change over extensive area to intensive change over a more limited area.	Long term; permanent / non-reversible or partially reversible.

	uncharacteristic to the existing landscape. Very noticeable.		
Medium	Occupies a noticeable portion of the view or obstructs a noticeable portion. Forms a noticeable discordant element. Some considerable change to existing landscape elements and /or landscape character; discernibly changes the surroundings of a receptor, such that its baseline is partly altered. Readily noticeable.	Moderate changes in a localised area.	Medium term; semi-permanent or partially reversible.
Low	Occupies a small portion of the view; small change to existing landscape elements and / or landscape character; slight, but detectable impacts that do not alter the baseline of the receptor materially. Not readily noticeable.	Minor changes in a localised area.	Short term / temporary; partially reversible or reversible.

Level of Effect Criteria

The level of landscape and visual effect is assessed based on the sensitivity of the affected receptor, and the magnitude of change resulting from the Proposed Development, as set out for each above. The combined sensitivity and magnitude used to determine the level of effect is summarised in **Table 6** below. Note that effects can be either beneficial or adverse and in some cases neutral (neither beneficial nor adverse).

Table 6: Level of Landscape and Visual Effect

Magnitude	Sensitivity		
	High	Medium	Low
High	Major	Major to Moderate	Moderate to Minor
Medium	Major to Moderate	Moderate	Minor
Low	Moderate to Minor	Minor	Minor to Negligible
Negligible	Minor	Negligible	Negligible
No Change	None	None	None

It should be noted that this matrix is intended as a framework only and that the level of effect will vary depending on the circumstances, the type and scale of development proposed, the baseline context and other factors.

The gradations of magnitude of change and level of effect used in the Appraisal represent a continuum; the appraiser uses professional judgement when gauging the level of effect.

Appendix B

LANDMAP Visual Sensory Landscape Character at Local Level

The following 12 distinct VSLCAs have been identified within the 1km Study Area. These are illustrated on **Figure 2**:

- **2787 – Penarth** - The area of Penarth is an urban area and lies on elevated land next to the River Ely and Bristol Channel. The highest point in Penarth is approximately 50m AOD near its centre, the lowest around sea level. Penarth is historically a genteel suburb of Cardiff and has a Victorian core of local stone buildings with brick detailing to doors and windows or sandstone detailing to brick walls. The architectural style is predominantly intact. Wide treelined streets dominate the core complete with hanging baskets. To the outskirts the town's topography becomes very important as green ridges, hills, and valleys become as much a part of the town's experiences as the housing adjoining them. Penarth has an attractive waterfront complete with promenade, renovated pier and cliffs. These form an important landmark for the town. There is also a modern marina on the Ely estuary which creates a second water front for the town. Whilst the centre of Penarth has remained mostly intact (excepting some 1970's apartment developments, generally well screened) the outer areas have undergone a number of development periods. Whilst generally pleasant, some of these outer areas (along Sully Road and neighbouring Cosmeston Lakes Park) have suburbanised the areas around them through street lighting, kerb detailing and signage and this has impacted on the neighbouring rural landscape. Some parts of the newer outskirts are almost devoid of landscaping and need integrating into their surrounding landscapes. Penarth is crossed by a number of main roads including the A4055 Cardiff to Barry road, and the Barry to Cardiff railway line. These are concentrated to the north of the town where tranquillity is most affected by these transport corridors. Change detection 2014: housing expansion in west, and major prominent developments at Llandough Hospital.
- **2790 – Barry** - The area of Barry is urban Set on an undulating to hilly landform with a large flat coastal plain and Barry Island, it is the largest town in the Vale. The highest point in Barry is approximately 90m AOD near the northwest section of the town. The lowest point is approximately 5m AOD next to the Bristol Channel. Barry has a Victorian core of 4 to 5 storey brick buildings with stone detailing around walls and doors. Whilst the buildings at the core have remained mostly intact these have been modified over the years with signage etc. A new shopping village has been built near to the existing shopping centre. Designed as buildings surrounded by parking, rather than as perimeter blocks, this shopping village has altered the structure and grain of the town. The inner core is also made up of Victorian terrace houses many of which have been inappropriately renovated. The outer suburbs of Barry are made up of a mixture of building styles from 1920's to 1970's housing. Some close to the coast such as round the Knap are attractive. Many outer areas have a discordant appearance. Part of Barry's edge to the east has been developed with hypermarkets, McDonalds outlets and cinemas as well as major industrial complexes. This presents a poor quality entry to the town and lacks any distinctive character of place. The A4231 acts as a boundary to the east and the A4226 does to an extent to the north although this has been bridged by housing and commercial development. The docks area from a natural visual focus for the main part of the town. The docks still functions to an extent while other parts are being redeveloped but the area appears open at present. Barry Island, once a major tourist destination, is now lower key with a promenade and housing on the sensitive peninsula replacing the Butlins Camp. Overall the town is very difficult to find one's way around due to the confusing road pattern and lack of coherent urban structure. Change detection 2014: considerable on-going redevelopment of docks area.

- **2795 - Penarth to Swanbridge cliffs** - Rugged and dynamic edge landscape with unimproved grassland, gorse, bracken and scrub adding a varied mosaic on top of dramatic cliffs. Sometimes these drop down to sandy beaches, and these are often foci for visitors. Views out to sea across Bristol Channel to Somerset/Devon are spectacular. The cliffs are exposed with a strong smell of the sea and sound of breakers. This can be enjoyed by walkers along the very well used cliff path in places. The scene is rich in interest with a constantly changing backdrop of sea and sky. Penarth Head is an extremely important landmark when viewed from Cardiff Bay. The layered lias cliffs gradually lose height to the south and west with Lavernock head providing an acute change of direction. Throughout, visual intrusion occurs in places from settlements and developments including camp sites. This reduces the tranquillity of this stretch of coast.
- **2800 - Swanbridge to Barry Coast** - The area is a series of low cliffs and rocky slopes of conglomerate with a public footpath along part of their length. Semi natural vegetation, including attractive tree cover, clothes the coastal strip in parts although in some places development comes right up to the coastal edge. This includes housing, caravans and industrial estate. The area is well used and the paths worn in places and development is almost always visible. There are wide views across the Bristol Channel and to Sully island. The smell and influence of the sea is predominant.
- **2807 - Cosmeston Country Park and Golf Course** -The area forms a gentle bowl around Cosmeston Lake, a former quarry. The highest point in the area is 45m AOD near Lower Penarth, the lowest point, below 15m AOD, is around the lake and visitor centre. The dominant landcover is grass with a distinctive lack of hedgerows. There is a woodland to the west of the area and a wetland surrounds part of the lake. A belt of pines on the golf course are visually prominent. There are no settlements, however there is some limited commercial development at the visitor centre and also the reconstructed Medieval Village adjacent the B4267. The area lacks tranquillity as there is an almost constant presence of people visiting the Country Park or golf course. Much of the area is highly managed, even manicured in parts and intensively used.
- **2813 - Sully Ridge** - The aspect area forms a distinct ridge. The highest point is 54m AOD and the lowest, approximately 10m AOD, bordering Sully Brook and Cog Moors. There are views towards the Bristol Channel from the hill and a feeling of being exposed at this point. The landcover is a mosaic of fields dominated by pasture but with arable with low managed hedges as a dominant boundary type. Generally the landscape appears well managed and productive. There are no woodlands. The settlement pattern focuses on Cog- a picturesque and well maintained village. A small strip of 20 C suburban ribbon development lies close to the foot of the slope bordering Cog Moors. Two minor roads cross the area. The area also has a boundary with suburban Sully. Whilst the area is generally tranquil within, at its edges to the south this is less so with continual traffic and human movement. Near the edge of Sully and the main Penarth to Barry road, suburbanising pressures and detailing affect the character of the essentially rural landscape.
- **2821 – Bristol Channel** - Area of sea which is to an extent enclosed by Somerset/Devon and the Glamorgan coast. The area is an extension of the Severn estuary and there is a substantial amount of sediment which gives the water a grey brown appearance. It appears unclean although raw sewage outflow has been considerably reduced in recent years. Superb views across to England and Flatholm. Exposed to westerly winds. Sea highly influenced by weather and season.

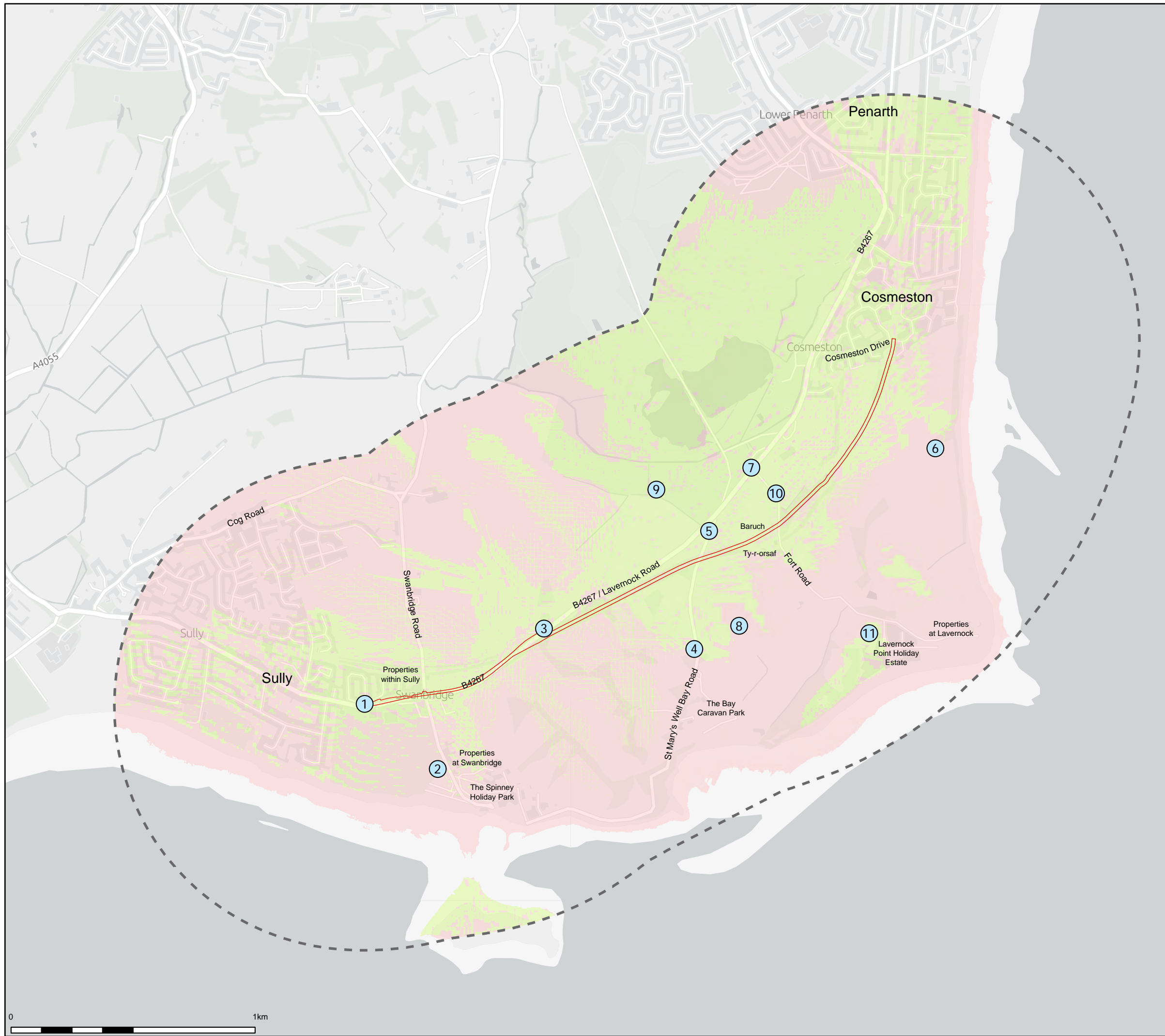
- 2822 - Lavernock hinterland** - The area is a rolling/undulating lowland, the highest point is approximately 61m AOD, a hilltop to the east of Swanbridge, the lowest 15m AOD on the top of cliffs facing the Bristol Channel. The area is covered by a mosaic of pastoral fields enclosed by hedgerows. Often these hedgerows are overgrown, many containing trees. The dismantled railway line to the northwest of the area is also overgrown with vegetation and creates a strong edge to the area and also gives a surprisingly enclosed feel to parts of it. Pines feature in the area east of Swanbridge. There are several settlements in the area, including farms and hamlets linked by narrow roads which show signs of overuse at parking places. Lavernock Farm to the southeast of the area has been developed as a campsite/holiday village and there is a caravan park at Swanbridge. The area's feeling of tranquillity has been affected by these developments. The area's hedgerows appear neglected in places as do some farm gates and fencing. Lavernock Farm camping ground and holiday village, together with some refurbished houses are suburban in appearance. The area's rural character is being eroded by these changes. here are occasional views to the sea which influences the character of the area.
- 2828 - Barry and Sully Coastal Gap** - The area is a rolling/undulating lowland, the highest point is approximately 61m AOD, a hilltop to the east of Swanbridge, the lowest 15m AOD on the top of cliffs facing the Bristol Channel. The area is covered by a mosaic of pastoral fields enclosed by hedgerows. Often these hedgerows are overgrown, many containing trees. The dismantled railway line to the north west of the area is also overgrown with vegetation and creates a strong edge to the area and also gives a surprisingly enclosed feel to parts of it. Pines feature in the area east of Swanbridge. There are several settlements in the area, including farms and hamlets linked by narrow roads which show signs of overuse at parking places. Lavernock Farm to the south-east of the area has been developed as a campsite/holiday village and there is a caravan park at Swanbridge. The area's feeling of tranquillity has been affected by these developments. The area's hedgerows appear neglected in places as do some farm gates and fencing. Lavernock Farm camping ground and holiday village, together with some refurbished houses are suburban in appearance. The area's rural character is being eroded by these changes. here are occasional views to the sea which influences the character of the area.
- 2830 - Sully Island** - The island is a small low rocky island which is divorced from the mainland at high tide but can be accessed across 300m of rocks at low tide. It reaches up to 15mAOD and is higher at either end than the middle, partly due to man-made minor fortifications which add interest. The landcover is rough grass and scrub. The island feels isolated and exposed and affords superb views across the Bristol Channel and along the coast. The passing across the rock strand and potential of cutting off by the tide enhances the perception of the edge landscape, risk and mild excitement. This is mitigated to an extent by the number of people who do this and the view to the popular theme pub onshore.
- 2832 - Glamorgan coast intertidal** -The majority of the intertidal area comprises a mix of distinctive lias wave cut platforms with sandy beaches in between. The wave cut platforms are highly distinctive grey rock with rectilinear patterns and slightly inclined stepped planes with occasional rock pools. There are regular rockfalls from the adjacent cliffs which leave isolated blocks of rock in places. Rounded light grey pebbles are also scattered in groups or make round holes in the soft rock. The platforms can be viewed from above and the rock formations are very clear and create exciting forms. The rock platforms around Barry are of slightly different character and are formed from conglomerate rock which has a dull red colour and is less structured than the lias. In both rocks fossils can be seen which add interest and texture. The beaches are popular and very well used in places where access is easy such as Barry or Ogmores by Sea. Elsewhere they are sparsely used and can evoke a sense of isolation and exhilaration. The intertidal area is very exposed and open to the elements with the constant noise and smell of the sea.

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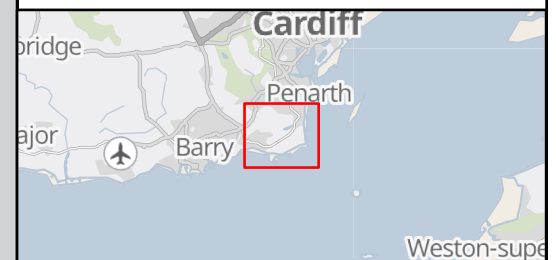
[arcadis.com](https://www.arcadis.com)



Legend

- Site Boundary
- 1km Study Area
- Viewpoint Locations
- Zone of Theoretical Visibility
 - Not visible
 - Visible

Notes
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Rev	Date	Description	Drawn	Check	Approv
01	27/09/24	Issued for Planning	DW	HG	BH

Client:

VALE of GLAMORGAN
BRO MORGANNWG

PROJECT:
SULLY TO COSMESTON ATR

Site: Sully to Cosmeston ATR
 Client: Vale Of Glamorgan Council

ARCADIS

Registered office: 80Fen, 80 Fenchurch Street, London EC3M 4BY
 Coordinating Office: 2 Glass Wharf, Temple Quay, Bristol BS2 0FR
 www.arcadis.com

Title:
**Figure 1:
 ZTV and Viewpoint Locations**

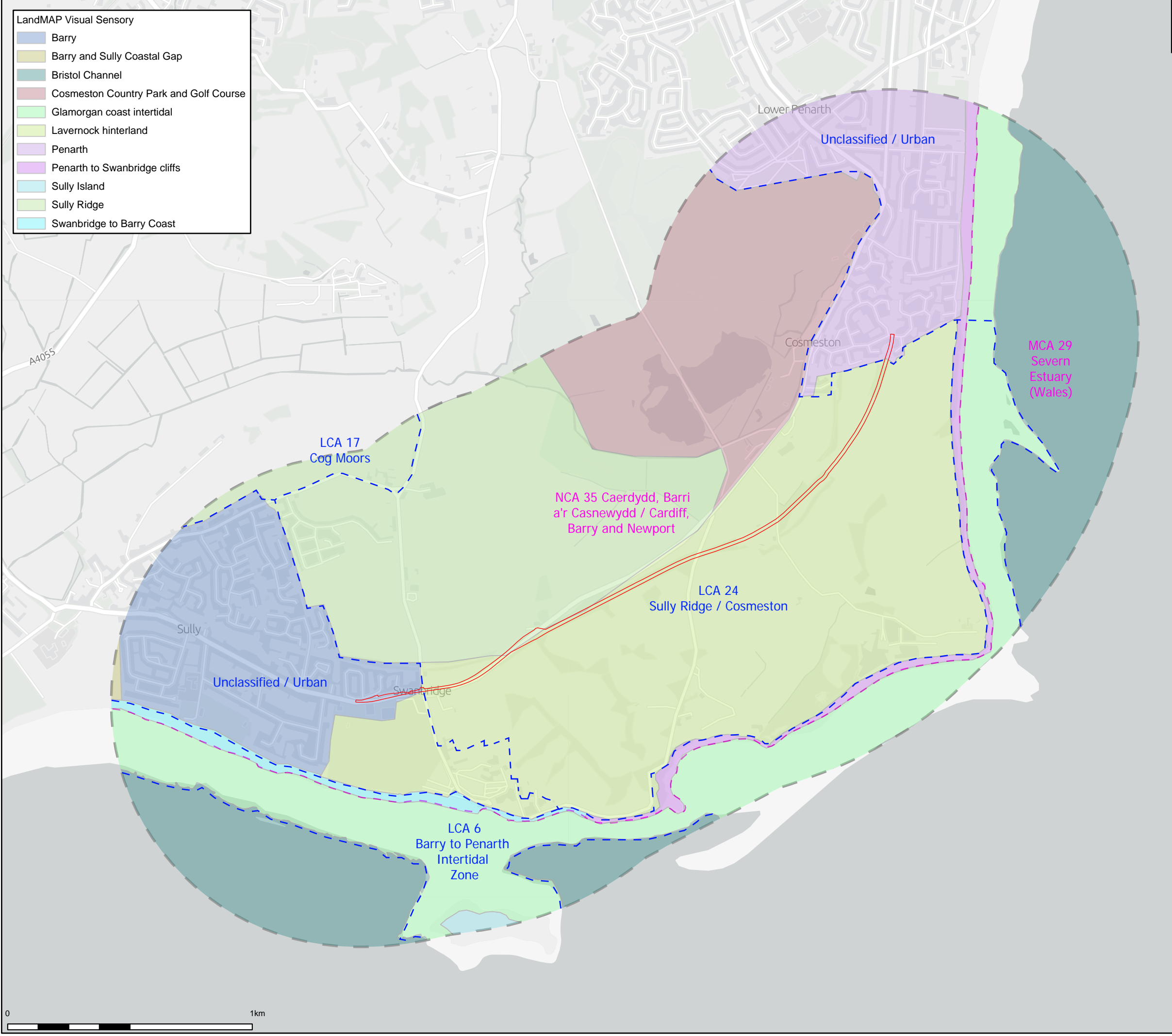
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Approved	BH	Date: 27/09/2024	Signed
Scale:	1:15,000	Datum:	AOD
Original Size:	A3	Grid:	OS
Suitability Code:	S2	Project Number:	10058585

Suitability Description:
For Planning

Drawing Number:
10058585-ARC-EGN-ZZ-DR-ZZ-00001

Revision:
P01





- LandMAP Visual Sensory**
- Barry
 - Barry and Sully Coastal Gap
 - Bristol Channel
 - Cosmeston Country Park and Golf Course
 - Glamorgan coast intertidal
 - Lavernock hinterland
 - Penarth
 - Penarth to Swanbridge cliffs
 - Sully Island
 - Sully Ridge
 - Swanbridge to Barry Coast

- Legend**
- Site Boundary
 - 1km Study Area
 - National Landscape and Marine Character Area Boundary
 - County Landscape Character Area boundary

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Client:

PROJECT:
SULLY TO COSMESTON ATR

Site
 Sully to Cosmeston ATR

Client
 Vale Of Glamorgan Council

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Title:

**Figure 2:
 Landscape Character**

Designed	DW	Date: 27/09/2024	Signed
Drawn	DW	Date: 27/09/2024	Signed
Checked	HG	Date: 27/09/2024	Signed
Approved	BH	Date: 27/09/2024	Signed
Scale:	1:15,000	Datum:	AOD
Original Size:	A3	Grid:	OS
Suitability Code:	S2	Project Number:	10058585

Suitability Description: **For Planning**

Drawing Number: 10058585-ARC-EGN-ZZ-DR-ZZ-00002	Revision: P01
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Legend

- Site Boundary
- 1km Study Area
- SSSI
- Country Park
- Ramsar Wetland
- Ancient Woodland
- Scheduled Monument
- Tree Preservation Order Group

Listed Building


- Grade II

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PROJECT:
SULLY TO COSMESTON ATR

Site _____ **Client** _____
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Title:

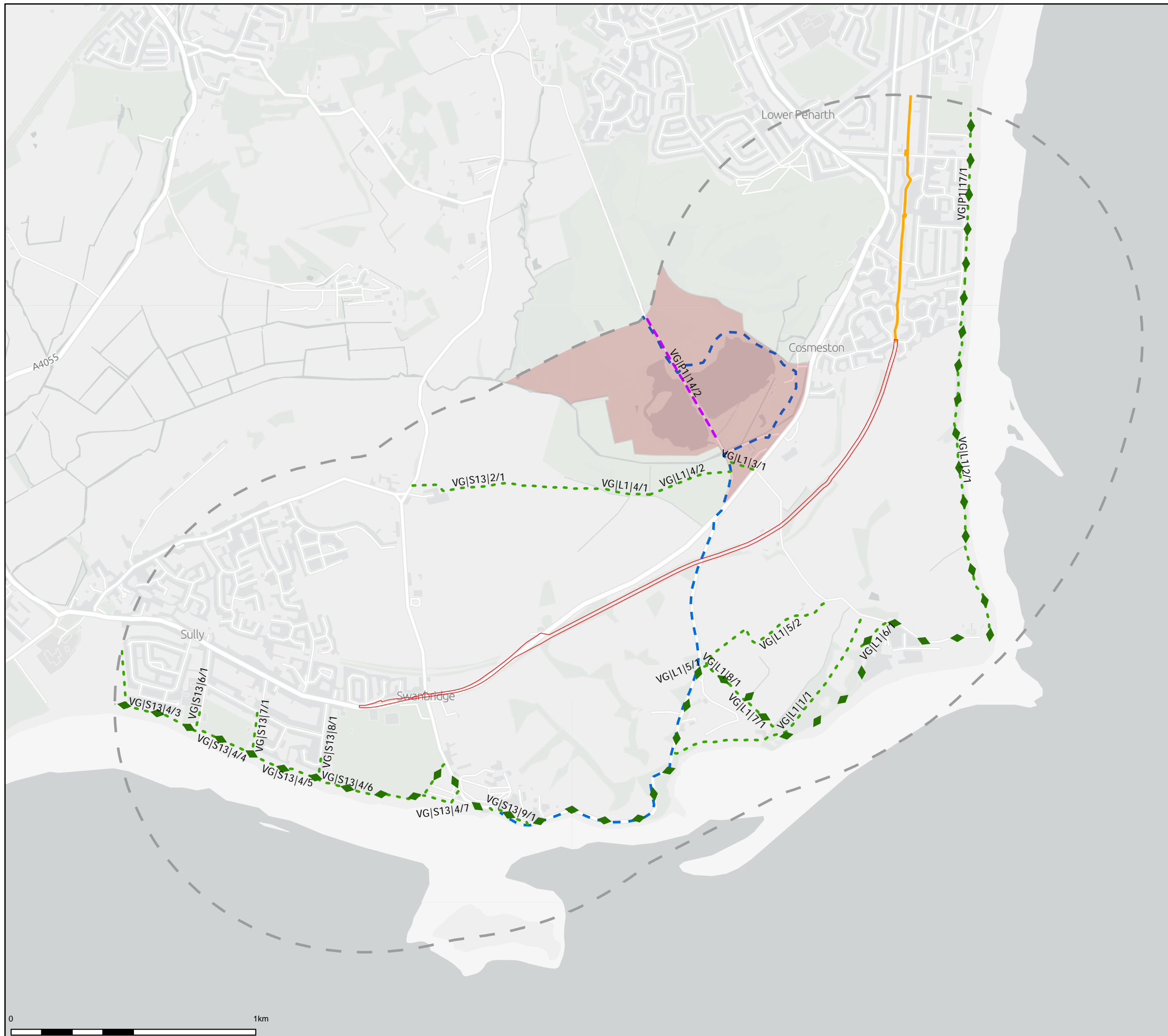
**Figure 3:
 Designations**

Designed	DW	Date: 27/09/2024	Signed
Drawn	DW	Date: 27/09/2024	Signed
Checked	HG	Date: 27/09/2024	Signed
Approved	BH	Date: 27/09/2024	Signed
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Suitability Description:

For Planning

Drawing Number: 10058585-ARC-EGN-ZZ-DR-ZZ-00003 Revision: P01



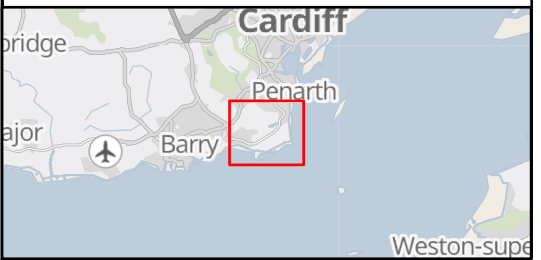
Legend

- Site Boundary
- 1km Study Area
- Country Park
- Wales Coastal Path
- Capital Walk
- National Cycle Route 88

VoG Public Rights of Way

- Footpath
- Bridleway
- Restricted Byway

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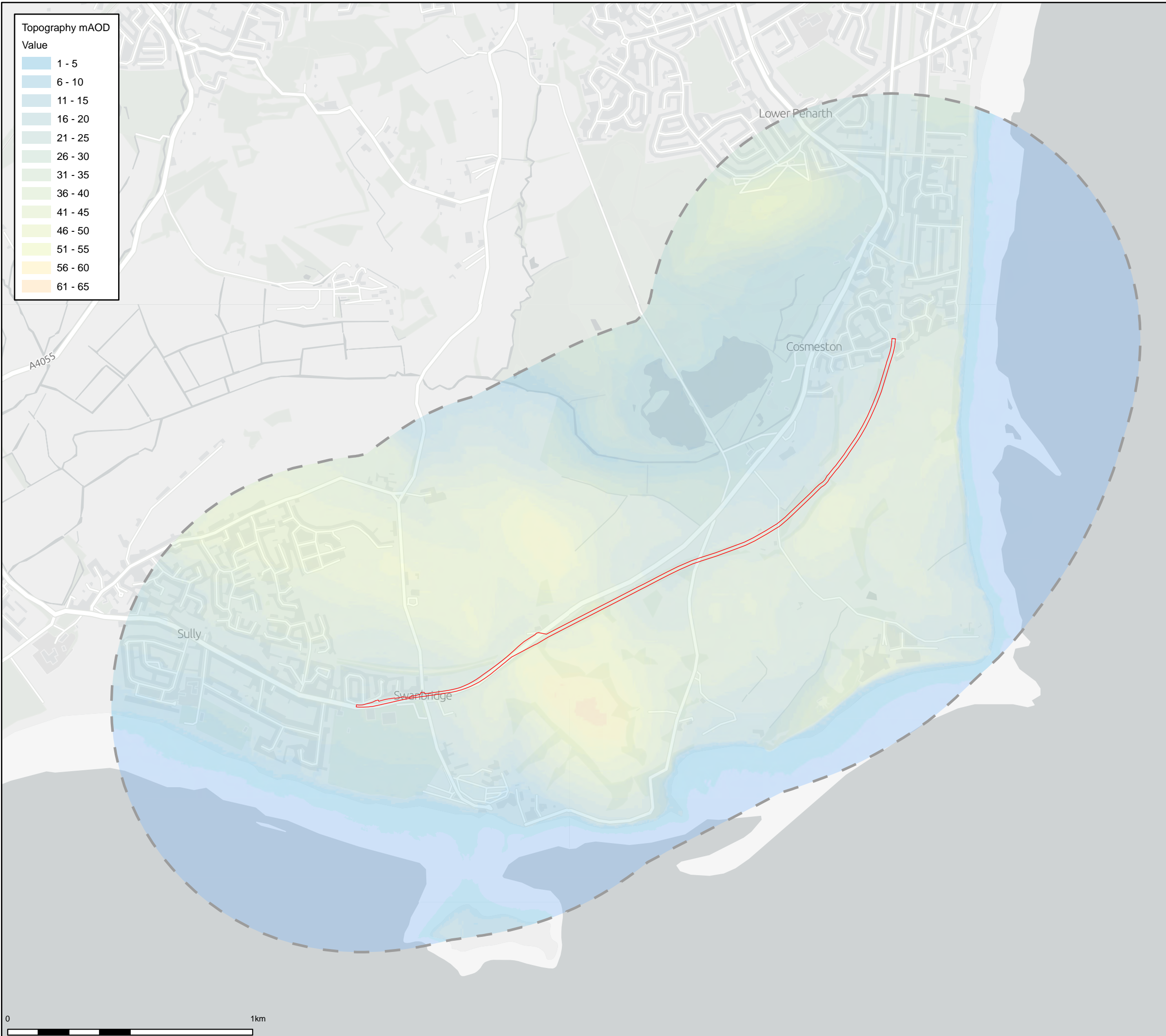
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Figure 4:
Access

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Checked	HG	Date: 27/09/2024	Signed
Approved	BH	Date: 27/09/2024	Signed
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Suitability Code:	S2	Project Number:	10058585

Suitability Description: **For Planning**

Drawing Number: 10058585-ARC-EGN-ZZ-DR-ZZ-00004 Revision: P01



Topography mAOD Value

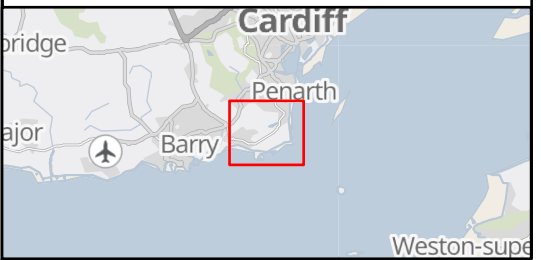
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16 - 20
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36 - 40
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46 - 50
51 - 55
56 - 60
61 - 65



Legend


	Site Boundary
	1km Study Area

Notes
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PROJECT:
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Title:

**Figure 5:
 Topography**

Designed	DW	Date: 27/09/2024	Signed
Drawn	DW	Date: 27/09/2024	Signed
Checked	HG	Date: 27/09/2024	Signed
Approved	BH	Date: 27/09/2024	Signed
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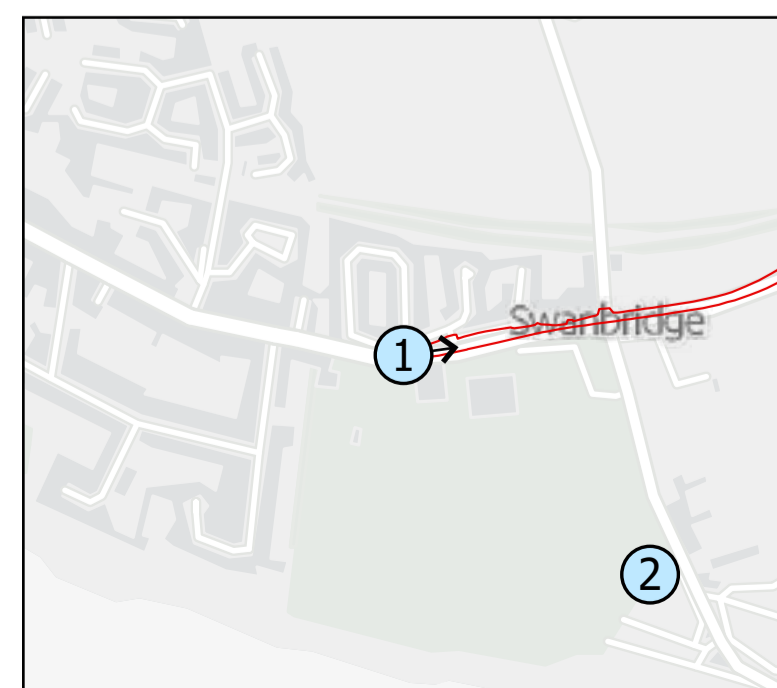
Suitability Description:
For Planning

Drawing Number:	Revision:
10056562-ARC-EGN-ZZ-DR-ZZ-00005	P01

VIEWPOINT 1 - B4267 / South Road



VIEWPOINT LOCATION PLAN



PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.1 - Viewpoint 1

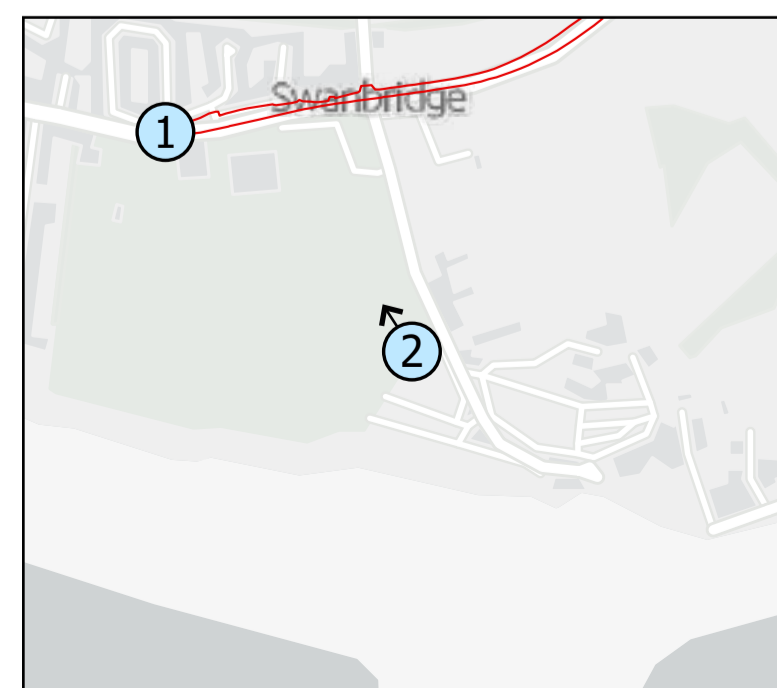
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VIEWPOINT 2 - Ashby Road



This image provides landscape and visual context only

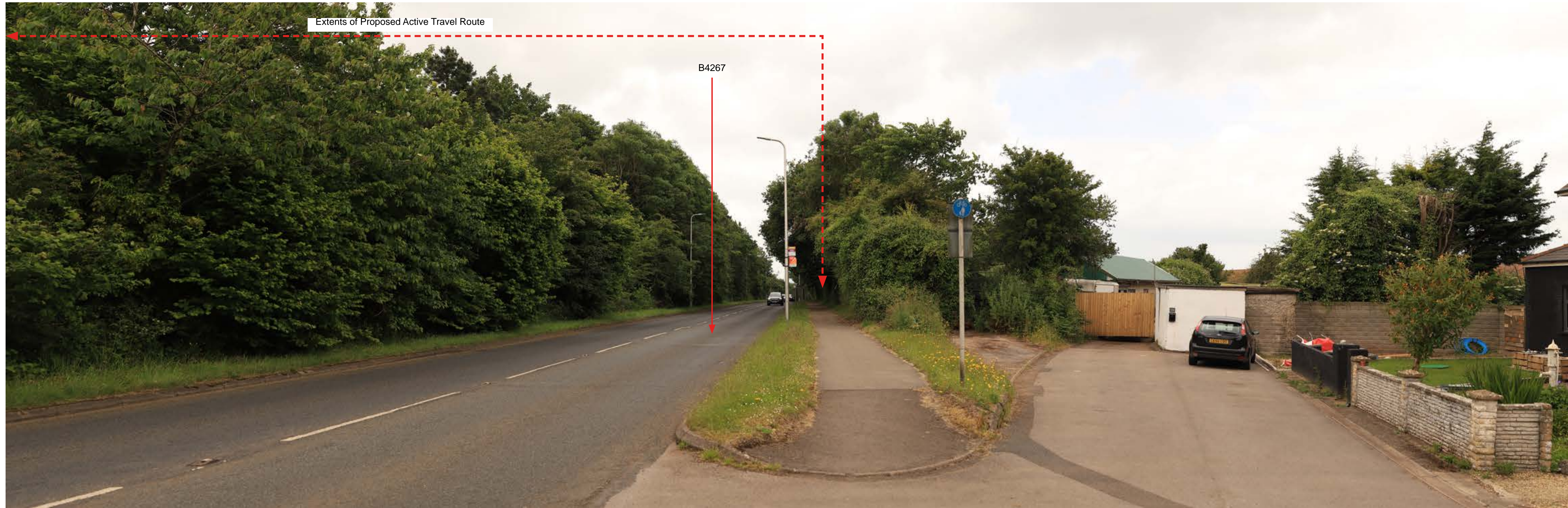
VIEWPOINT LOCATION PLAN



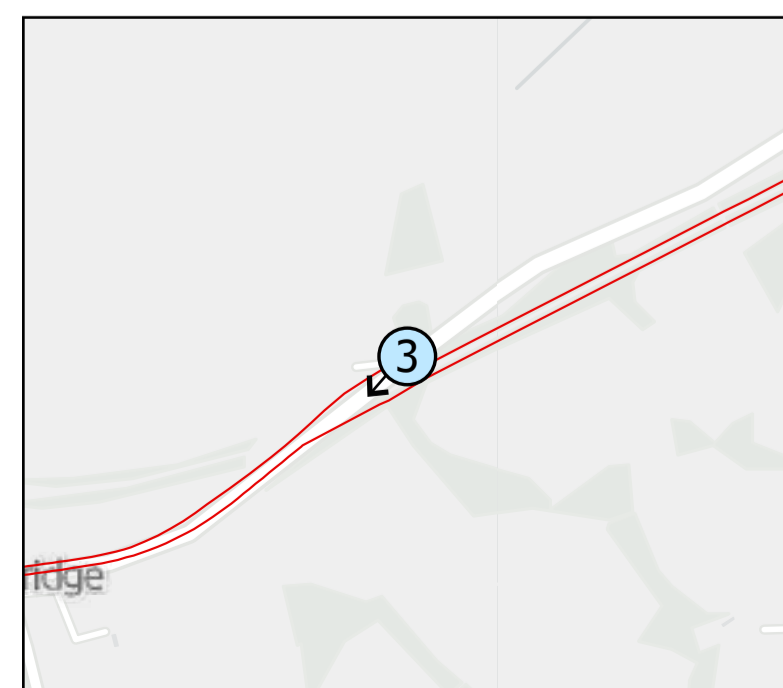
PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.2 - Viewpoint 2

VIEWPOINT INFORMATION: VIEWPOINT 2 - Ashby Road					
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VIEWPOINT 3 - B4267 looking west



VIEWPOINT LOCATION PLAN



PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.3 - Viewpoint 3

VIEWPOINT INFORMATION: VIEWPOINT 3 - B4267 looking west					
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VIEWPOINT 4 - St Mary's Well Bay Road

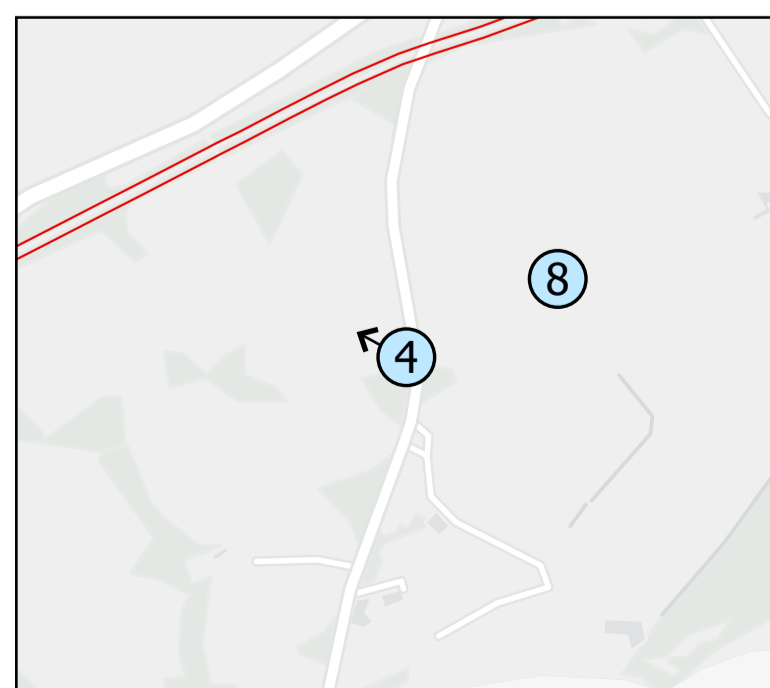


Extents of Proposed Active Travel Route



This image provides landscape and visual context only

VIEWPOINT LOCATION PLAN



PROJECT:
Sully - Cosmeston ATR

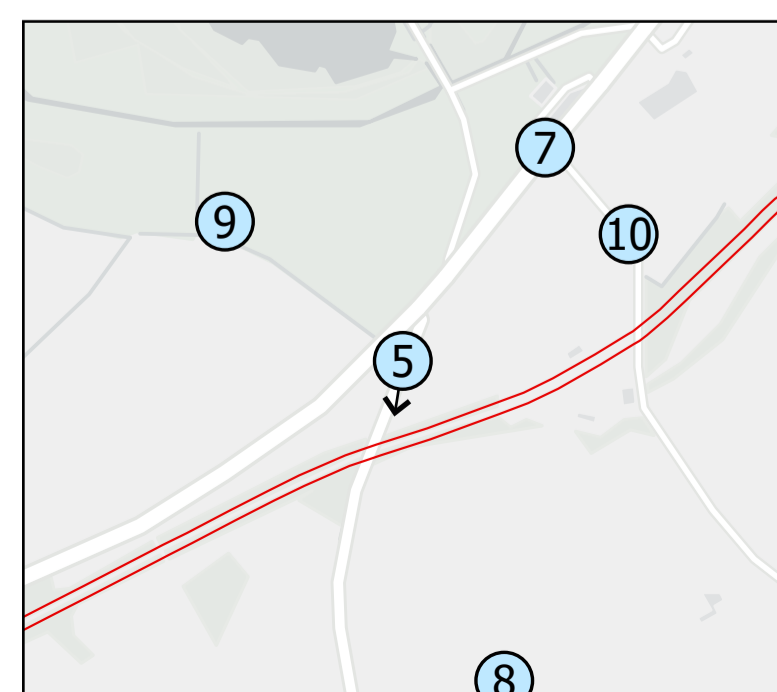
TITLE:
Figure 6.4 - Viewpoint 4

VIEWPOINT INFORMATION: VIEWPOINT 4 - St Mary's Well Bay Road					
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VIEWPOINT 5 - St Mary's Well Bay Road, looking south



VIEWPOINT LOCATION PLAN



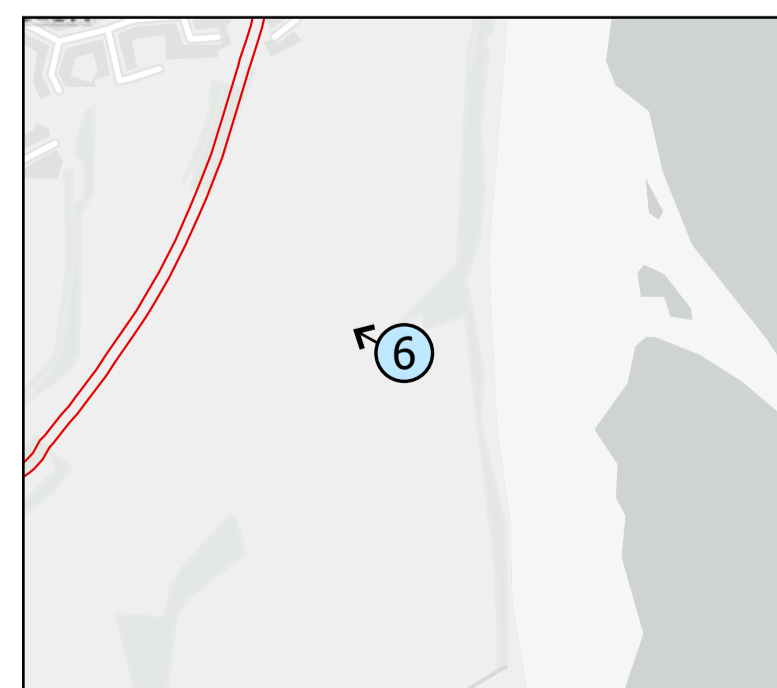
PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.5 - Viewpoint 5

VIEWPOINT INFORMATION: VIEWPOINT 5 - St Mary's Well Bay Road, looking south					
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VIEWPOINT 6 - Wales Coastal Path, South of Cosmeston



VIEWPOINT LOCATION PLAN



PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.6 - Viewpoint 6

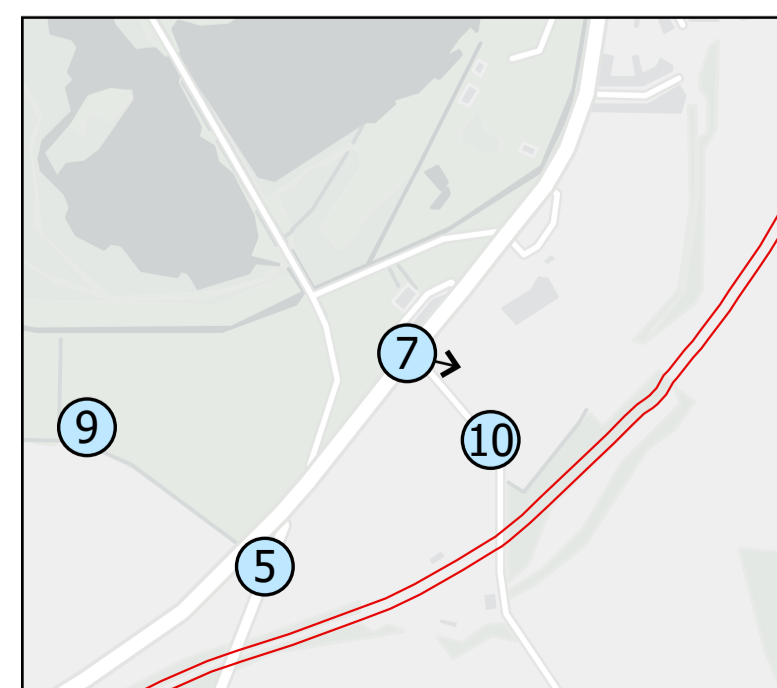
VIEWPOINT INFORMATION: VIEWPOINT 6 - Wales Coastal Path, South of Cosmeston					
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VIEWPOINT 7 - Public Footpath VG/L1/3/1 adjacent to Lavernock Road



This image provides landscape and visual context only

VIEWPOINT LOCATION PLAN



PROJECT:
Sully - Cosmeston ATR

TITLE:
Figure 6.7 - Viewpoint 7

VIEWPOINT INFORMATION: VIEWPOINT 7 - Public Footpath VG/L1/3/1 adjacent to Lavernock Road					
CAMERA MAKE AND MODEL:	Canon EOS 100D	DATE & TIME:	11-06-2024 13:30	DIRECTION OF VIEW:	South-east
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VIEWPOINT 8 - Public Footpath VG/L1/5/2

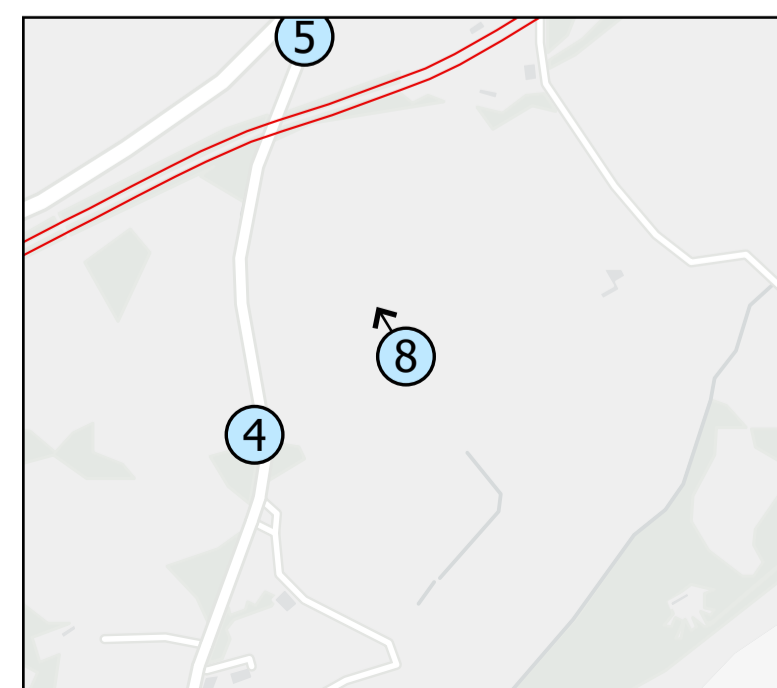


Extent of Proposed Active Travel Route



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VIEWPOINT LOCATION PLAN



PROJECT:
Sully - Cosmeston ATR

TITLE:
Figure 6.8 - Viewpoint 8

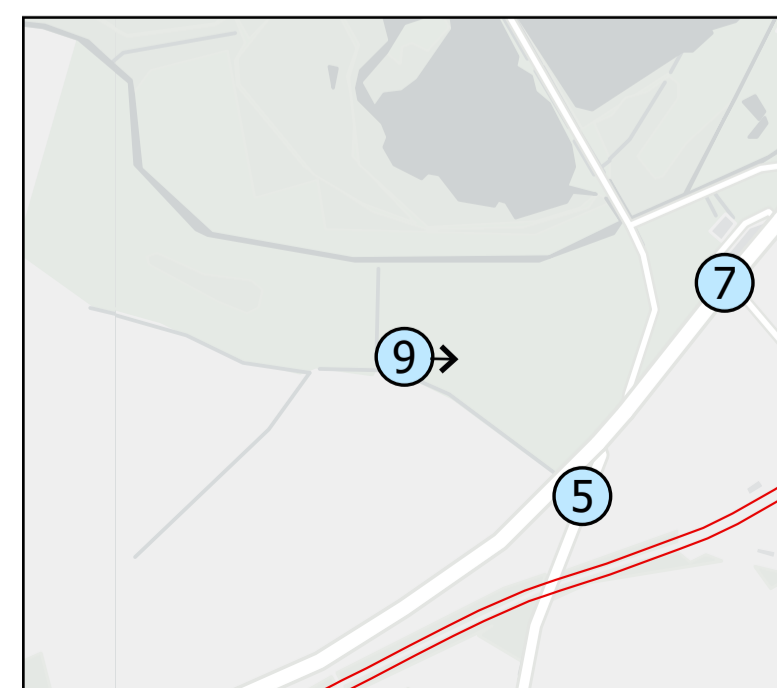
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PAPER SIZE:	841 X 594mm (A1 size)	HEIGHT OF CAMERA (AGL):	1.5m	HORIZONTAL FIELD OF VIEW:	90°

VIEWPOINT 9 - Public Footpath VG/L1/4/2



This image provides landscape and visual context only

VIEWPOINT LOCATION PLAN



PROJECT:
Sully - Cosmeston ATR

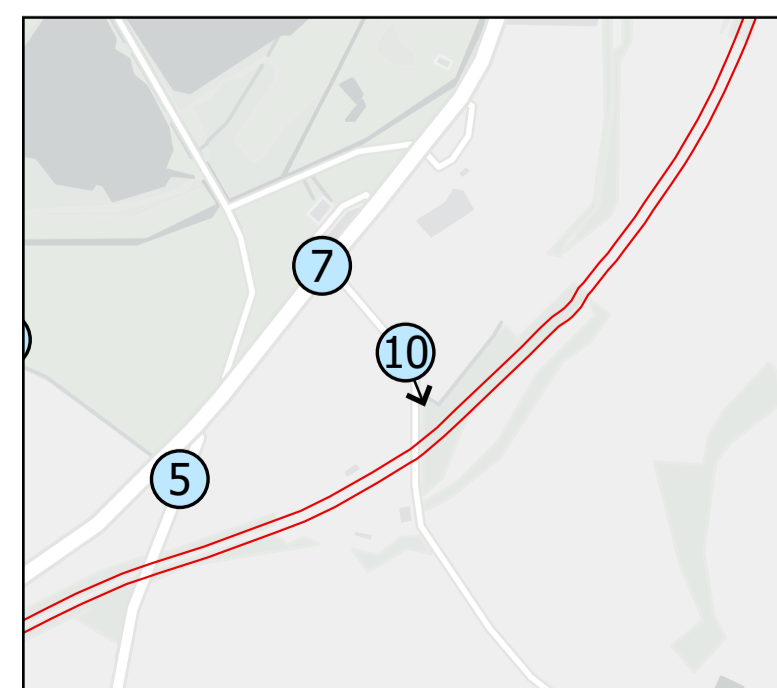
TITLE:
Figure 6.9 - Viewpoint 9

VIEWPOINT INFORMATION: VIEWPOINT 9 - Public Footpath VG/L1/4/2					
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VIEWPOINT 10 - Fort Road



VIEWPOINT LOCATION PLAN



PROJECT: Sully - Cosmeston ATR
 TITLE: Figure 6.10 - Viewpoint 10

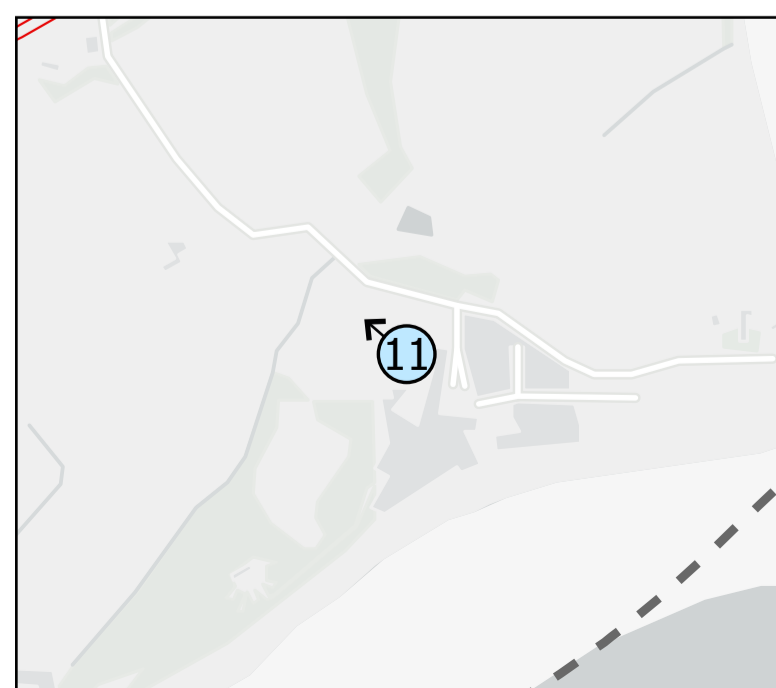
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LI TGN-06/19 VISUALISATION TYPE:	Type 1	ALTITUDE:	20m AOD	PROJECTION:	Cylindrical
PAPER SIZE:	841 X 594mm (A1 size)	HEIGHT OF CAMERA (AGL):	1.5m	HORIZONTAL FIELD OF VIEW:	90°

Extent of Proposed Active Travel Route



This image provides landscape and visual context only

VIEWPOINT LOCATION PLAN



PROJECT:
Sully - Cosmeston ATR

TITLE:
Figure 6.11 - Viewpoint 11

VIEWPOINT INFORMATION: VIEWPOINT 11 -Public Footpath VG S1 15/1					
CAMERA MAKE AND MODEL:	Canon EOS 100D	DATE & TIME:	11-06-2024 13:00	DIRECTION OF VIEW:	North-west
LENS AND FOCAL LENGTH:	Canon 50mm	OS REFERENCE:	51.2424 Lat -3.1036 Lon	DISTANCE TO SITE (APPROX.):	570m
LI TGN-06/19 VISUALISATION TYPE:	Type 1	ALTITUDE:	35m AOD	PROJECTION:	Cylindrical
PAPER SIZE:	841 X 594mm (A1 size)	HEIGHT OF CAMERA (AGL):	1.5m	HORIZONTAL FIELD OF VIEW:	90°