

APPENDIX 5.4 PRELIMINARY ASSESSMENT OF VISUAL RECEPTOR GROUPS

1.1 Introduction

- 1.1.1 An initial filtering exercise has been undertaken to identify which representative viewpoints and visual receptors identified in the baseline (Section 5.6 of Chapter 5) have the potential to be significantly affected by the proposed wind farm.
- 1.1.2 The intention has been to ensure that the level of assessment given to each visual receptor is proportionate to the likelihood of significant effects arising. The tables below list the principal visual receptors identified in the baseline study and summarises the initial assessment carried out to determine which visual receptors have the potential to experience significant effects and require detailed assessment.
- 1.1.3 The principal visual receptors are illustrated overlaid with the blade tip ZTV at Figure 5.20.

1.2 Settlements

TABLE 5.4.1 - PRELIMINARY ASSESSMENT OF SETTLEMENTS

Settlement	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Settlements within 2 to 5 km			
Pantygasseg	Approximately 1 km to the north	Potential for significant effect due to the proximity to the proposed wind farm	Yes
Cwmbran	Approximately 1.4 km to the south-east	Potential for significant effect due to the proximity to the proposed wind farm	Yes
Pontypool	Approximately 2.3 km to the north-east	Potential for significant effect due to the proximity to the proposed wind farm	Yes
Pantside	Approximately 2.6 km to the west	Potential for significant effect due to the proximity to the proposed wind farm and the extent of theoretical visibility from the northern part of the settlement	Yes
Crumlin	Approximately 3 km to the west	Very limited theoretical visibility due to the valley landform surrounding the settlement	No
Llanhilleth/Brynithel	Approximately 3.2 km to the north-west	Very limited theoretical visibility from Llanhilleth. Potential for significant effect from Brynithel due to its more elevated location in relative proximity to the proposed wind farm	Yes from Brynithel
Newbridge	Approximately 3.4 km to the west	Very limited theoretical visibility from the settlement. Any effects would be limited and would not be considered significant	No
Abercarn	Approximately 3.5 km to the south-west	No theoretical visibility	No
Settlements within 5 to 10 km			
Abertillery	Approximately 5 km to the north.	No theoretical visibility	No
Oakdale	Approximately 5 km to the west	Potential for significant effects due to the more elevated location of the settlement in relative proximity to the proposed wind farm.	Yes
Risca	Approximately 5.3 km to the south	No theoretical visibility	No
Bettws/Malpas	Approximately 6.3 km to the south-east	Potential for significant effects due to the relative proximity and views across lower-lying areas to the adjacent ridge where the proposed wind farm would be located.	Yes

Pontllanfraith/Blackwood	Approximately 6.6 km to the west	Potential for significant effects due to the views across lower-lying areas to the adjacent ridge where the proposed wind farm would be located	Yes
Caerleon	Approximately 8.2 km to the south-east	The majority of the settlement would not experience any views of the proposed wind farm. Potential for significant effects from the north-western edge of the settlement due to the views towards the adjacent ridge where the proposed wind farm would be located	Yes
Aberbargoed	Approximately 8.7 km to the west	No theoretical visibility	No
Blaenavon	Approximately 9.4 km to the north	No theoretical visibility	No

1.3 Long Distance Footpaths

TABLE 5.4.2 - PRELIMINARY ASSESSMENT OF LONG DISTANCE FOOTPATHS

Route	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Long Distance Footpaths within 5 km			
Cambrian Way	Passes to the immediate south-east of the site	Potential for significant effects as the route passes within 5 km of the site and along the south-eastern edge of the planning application boundary. Also potential for significant effects to extensive theoretical visibility of up to all 13 turbines between 5 to 10 km to the north-east. Very limited theoretical visibility between 5 to 10 km to the south-west and no potential for significant effects over this section.	Yes
Cistercian Way	Approximately 1.2 km to the south-east at its closest point	Potential for significant effects due to theoretical visibility of a reduced number of turbines in relative proximity to the proposed wind farm.	Yes
Torfaen Trail	Approximately 1.1 km to the south-east at its closest point	Potential for significant effects due to theoretical visibility of a reduced number of turbines in relative proximity to the proposed wind farm.	Yes
Long Distance Footpaths within 5 to 10 km			
Rhymney Valley Ridgeway Walk	Approximately 6.3 km to the south-west at its closest point	Potential for significant effect over a 10 km section of the route to the south-west of the site with potential theoretical visibility of all turbines.	Yes

Sirhowy Valley Walk	Approximately 6.9 km to the south-west at its closest point	No predicted theoretical visibility from the majority of the route as it follows a course through the Sirhowy Valley. Potential significant effects south-west of Risca as the path follows high ground before descending and entering Newport.	Yes
Long Distance Footpaths within 10 to 15 km			
Capital Walk - Cardiff	Approximately 10 km to the north-east at its closest point	No theoretical visibility from the majority of the route, with very limited intermittent theoretical visibility of a limited number of turbines over short sections at distances in excess of 10.2 km. No potential for significant effects.	No
Glenmorgan Ridgeway Walk	Approximately 10.2 km to the south at its closest point	Limited theoretical visibility from a very short section of the route to the south of Caerphilly at distances in excess of 14.1 km. No potential for significant effects.	No
Usk Valley Walk		No theoretical visibility to the north, with intermittent predicted visibility to the east at distances in excess of 12.7 km. No potential for significant effects.	No

1.4 Cycle Routes

TABLE 5.4.3 - PRELIMINARY ASSESSMENT OF CYCLE ROUTES

Route	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Cycle Routes within 5 km			
NCN 466	Approximately 677 m to the north	The north-west section of the route beyond 5 km experiences very limited theoretical visibility. Limited potential for effects that would not be considered significant. Potential for significant effects as the route passes to the north of the site between Swffryd and Pontypool where a limited number of turbines would be visible in relative proximity on the valley side above.	Yes within 5 km to the north of the site
NCN 49	Approximately 2.5 km to the east	Predicted theoretical visibility to the south of Pontypool over a distance of over 13 km. Theoretical visibility of a reduced number of turbines over this section but potential for significant effects due to the proximity to the proposed wind farm.	Yes

NCN 492	Approximately 3.2 km to the east	Intermittent theoretical visibility of a reduced number of turbines as the route passes through Pontypool and continues north through the Afon Valley where there is no predicted visibility. Actual visibility would be reduced by intervening built development and vegetation. Potential for limited effects but not considered significant.	No
NCN 423	Approximately 3.3 km to the east	Greater visibility experienced up to 10 km from the site. Beyond 10 km theoretical visibility is patchier and more intermittent. Potential for significant effects within 10 km	Yes within 10 km
NCN 465	Approximately 3.9 km to the north-west	Follows a route through the Ebbw Valley. Very limited theoretical visibility predicted from short sections of the route, with actual visibility further reduced by intervening built development and vegetation. Potential for limited effects towards its southern end but they would not be considered significant.	No
Cycle Routes within 5 to 10 km			
NCN 47	Approximately 5.3 km to the south-west	No theoretical visibility from the majority of the route. Predicted visibility south of Pontllanfraith approximately 8 km to the south-west and 8.3 km to the south and as the route continues through Newport. Given the distance from the site, effects would be limited and would not be considered significant.	No
NCN 467	Approximately 6.9 km to the west	No theoretical visibility.	No
NCN 88	Approximately 7.9 km to the south-east	Very limited theoretical visibility for a very short section of the route in a built up area. Limited potential for effects that would not be considered significant.	No
NCN 4	Approximately 8.6 km to the south	Predicted theoretical visibility as the route passes through the City of Newport. Actual visibility would be greatly reduced by intervening built development. No potential for significant effects.	No
NCN 468	Approximately 9.4 km to the west	No theoretical visibility.	No
NCN 469	Approximately 9.5 km to the west	No theoretical visibility.	No

1.5 Roads

TABLE 5.4.4 - PRELIMINARY ASSESSMENT OF ROADS

Route	Location Relative to the Proposed Development	Comments	Detailed Assessment Required
Roads within 5 km			
Minor road Pantygasseg	Approximately 1 km to the north	Theoretical visibility of a reduced number of turbines between Hafodyrynys and Pontypool in close proximity to the proposed wind farm with potential for significant effects.	Yes
A472	Approximately 650 m to the north-west	Theoretical visibility of a reduced number of turbines between Crumlin and Pontypool in close proximity to the proposed wind farm with potential for significant effects.	Yes
A4043	Approximately 2.8 km to the north-east	Patchy and intermittent theoretical visibility north of Pontypool. Actual visibility would be further reduced by intervening built development. Potential for effects but not considered to be significant.	No
A4051	Approximately 3.3 km to the east	Theoretical visibility of a reduced number of turbines as the road passes through extensive built up areas at Cwmbran. Actual visibility would be further reduced by intervening built development and vegetation. No potential for significant effects.	No
A4042	Approximately 3.4 km to the north-east	Theoretical visibility of a reduced number of turbines as the road passes along the eastern edge of Cwmbran. Actual visibility would be further reduced by intervening built development and roadside vegetation. No potential for significant effects.	No
A467	Approximately 3.3 km to the west	No theoretical visibility	No
Roads within 5 to 10 km			
A4043	Approximately 5 km to the north	Very limited potential effects due to built development at Cwmavon and intervening vegetation. Any effects would be very limited and would not be considered significant.	No
A4042	Approximately 5 km to the north-east	Theoretical visibility of a reduced number of turbines. Very limited potential for effects but would not be considered significant	No
A467	Approximately 5 km to the south-west	No theoretical visibility	No
A472	Approximately 5 km to the west	Intermittent theoretical visibility near Pontllanfraith. Potential for limited effects but due to the distance and intervening roadside vegetation any effects would be limited, experienced intermittently and would not be considered significant.	No

A4046	Approximately 5.8 km to the north-west	Theoretical visibility of reduced number of turbines at the southern end of the route over a distance. Actual visibility would be further reduced by extensive roadside vegetation meaning any effects would be very limited and would not be considered significant.	No
A4048	Approximately 6.1 km to the west	Very limited theoretical visibility at the southern end of the road at Blackwood. Potential for intermittent glimpses. Any effects would be limited and would not be considered significant.	No
A4042	Approximately 7 km to the north-east	Theoretical visibility of a reduced number of turbines. Very limited potential for effects but would not be considered significant.	No
A468	Approximately 8.3 km to the south-west	No theoretical visibility from the majority of the route, with only predicted visibility for a short section near Newport. Any effects would be very limited and would not be considered significant.	No
A4049	Approximately 9 km to the west	No theoretical visibility from the majority of the route, with only predicted visibility for a short section near Pontllanfraith. Any effects would be very limited and would not be considered significant.	No
A469	Approximately 9.2 km to the west	No theoretical visibility	No