

## **Appendix 9D**

### **Assessment Tables**

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## A1 Assessment Table – Effects from Construction (Landscape)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
Banwen Uplands LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Industrial remnants (the washery and Neath and Brecon railway), infrastructure routes (A4221 and A4109) and urban features (pylons, street lighting, solar farms) are typical of the wider contextual landscape, particularly to the west due to Onllwyn, Ytradgynlais and wind turbines at Hirfynydd. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. There would be a slight increased perception of impacts resulting from large-scale infrastructure operations within the contextual landscape to the north-west of the character area. These impacts would result in the perceptible disturbance of newly restored areas within an adjacent LCA, with works taking place on and around the engineered landforms implemented as part of the Nant Helen Complementary Restoration Earthworks.</p> <p>The perceptibility of these changes would be minimal and concentrated closer to the less tranquil areas of the LCA which are closer to urban settlements, existing rail infrastructure (the washery and Neath and Brecon railway) and busy roads such as the A4221 and A4109. The magnitude of change would therefore be Negligible</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	(Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse)			
Black Mountain Southern Fringe LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell), urban settlements (Cwmllynfell and Ystradgynlais) and infrastructure (A4068 and A4067) exist within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. There would be slightly increased perception of large-scale activity within the wider contextual landscape mainly due to construction works for the outer rail track including laying of track bed and erection of overhead line equipment. The LCA lies in close proximity to mining activity and urban settlement and is located approximately 5.6km from the Project.</p>	Medium	Negligible (Adverse)	Negligible (Adverse)
Bryn Henllys Reclaimed Open Cast LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape of the LCA contains mining activity (west of Cwmllynfell), urban settlements (Cwmllynfell, Cwm-twrch Isaf and Ystradgynlais) and road infrastructure (A4068 and A4607). The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. There would be slightly increased perception of large-scale activity within the contextual landscape mainly due to construction of the outer and inner rail tracks</p>	Low	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	including laying of track bed and erection of OLE. Large-scale operations, movement and development are characteristic of the LCAs contextual landscape.			
Coelbren Settlement LCA	<p>The LCA has some capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape contains existing rail infrastructure related to previous mining activity. The LCA is also urban and therefore contains features such as roads, lighting, signage and buildings. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. Construction works associated with the outer and inner rail track including; laying of track bed and track; and erection of overhead line equipment would result in perceptible disturbance to restored areas within the contextual landscape. Construction activity at the location of the washery would be perceptible as development of a defunct industrial area within the LCA’s wider landscape and would not affect its overall character.</p>	Low	Low (Adverse)	Minor (Adverse)
Cwm Twrch LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Urban settlements (Cwm-twrch Isaf, Ystalyfera and Cwmllynfell) and road infrastructure (A4068 and Rhiwfawr Road) are existing features of the contextual landscape. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The contextual landscape comprises urbans settlements and road infrastructure. There would be</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>slightly increased large-scale activity within the wider landscape due to construction works associated with the western extent of the outer track of the Project. This includes, laying of the track bed and track and erection of overhead line equipment.</p>			
Dulais Valley LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape comprises, large scale forestry activity (Hirfynydd), urban settlements (Neath, Seven Sisters and Ystradgynlais) and infrastructure (A4221). The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. Construction of the outer and inner rail track including; laying of track bed and track; and erection of overhead line equipment would result in perceptible disturbance to restored areas within the contextual landscape. Construction works at the washery site would be perceptible as development of a defunct industrial area within the LCA contextual landscape and would not affect its overall character. Increased large-scale activity would be perceptible, with potential minor impacts upon tranquillity but would be localised to the northernmost extent of the LCA.</p>	Medium	Negligible (Adverse)	Negligible (Adverse)
Fforest Fawr LCA	<p>The LCA is susceptible to indirect changes that would affect its sense of remoteness, peacefulness and tranquillity, which are; recognised special qualities of the national park; identified within the aims and</p>	High	Negligible (Adverse)	Minor (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>objectives of <i>A Management Plan for the Brecon Beacons National Park 2015-2020</i><sup>1</sup>; and recognised within both the national park’s landscape character assessment and within LANDMAP. The LCA is also susceptible to urban or large-scale features that would change the perception of the wider landscape and the LCA itself. The susceptibility to change is therefore Medium.</p> <p>There are no direct impacts to the LCA. Construction works associated with the outer and inner rail track including; laying the track bed and track; and erection of overhead line equipment would result in the perceptible disturbance to newly restored areas of the wider landscape. Construction activity at the washery site would not be a substantial change to the baseline landscape.</p> <p>Construction activity and disturbance of restored areas within the contextual landscape, and the potential impacts to the sense of tranquillity experienced within the LCA, are limited to a small geographical extent of the LCA which is approximately 1.8km away from the Site at its closest point. It is anticipated that the construction of the Project would be visible at a much greater distance from within the LCA however, perception of the construction works and impacts to peacefulness and tranquillity would be limited by distance and by the Project forming only a small component within expansive views. Impacts on peace and tranquillity are limited to the edge of the LCA</p>			

<sup>1</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>where these qualities are already slightly reduced due to existing development and infrastructure.</p>			
<p>Head of Dulais Valley LCA</p>	<p>The LCA is able to accommodate the Project without effects upon its overall integrity. The character of the LCA and development of the settlement is a direct result of local industry and the LCA contains rail infrastructure (Neath and Brecon Railway and washery), road infrastructure (A4109) and urban development (Seven Sisters and Onllwyn). The susceptibility to change is therefore Low.</p> <p>Works within the LCA would include the construction of sidings along the existing Neath and Brecon Railway corridor to the west of the washery site. Further works would include the construction of sidings, storage sheds, control centre building and a research and development centre at the location of the washery.</p> <p>Construction of the track bed and track and the erection of overhead line equipment across a short embankment connecting the sidings to the outer rail track will be direct impacts to a small area of the LCA north of Onllwyn Road.</p> <p>Construction works within the LCA are located close to areas of existing infrastructure such as the Neath and Brecon rail corridor and large-scale industrial activity at the washery.</p>	<p>Medium</p>	<p>Low (Adverse)</p>	<p>Minor (Adverse)</p>



Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
Hirfynydd LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large scale operations (mining) and man-made features (forestry) are characteristic of the LCA. The contextual landscape contains urban settlements (Crynant, Seven Sisters, Onllwyn) and main roads (A4109 and A4221). The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. Construction works associated with the outer and inner rail track including; laying of track bed and track; and erection of overhead line equipment would result in perceptible disturbance to restored areas within the contextual landscape. Perceptible construction works activity at the washery site would be characteristic of the existing wider landscape and would not affect the LCA's overall character.</p>	Medium	Low (Adverse)	Minor (Adverse)
Mynydd Allt y grug LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCAs contextual landscape comprises urban settlement (Ystalyfera, Cilmaengwyn and Ystradgynlais) and road infrastructure (A4067) within the valley. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The character area's varied contextual landscape comprises urban settlements, main roads and mountainous regions. Construction works including laying of the track bed and track and erection of overhead line equipment at the western extent of the outer rail track would result in a barely perceptible</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	disturbance to a restored area within an already varied contextual landscape.			
Mynydd Marchywel LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCAs contextual landscape comprises urban settlement (Neath, Rhos, Crynant, Ystalyfera and Ystradgynlais) and road infrastructure (A4109 and B4599) within the surrounding valleys. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The contextual landscape of the LCA comprises urban settlement and main roads. The LCAs sense of remoteness and tranquillity is as a result of the stark contrast to its surrounding urban development (Neath to the south-west and Ystradgynlais to the north). Changes to the sense of remoteness and tranquillity due to the construction of the outer rail track would be barely perceptible when considering the activity within the surrounding contextual landscape. Construction activity is located approximately 4km from the most northerly point of the LCA.</p>	Medium	Negligible (Adverse)	Negligible (Adverse)
Mynydd Uchaf, Mynydd Garth & Cefn Gwrhyd LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The landscape character area has a varied contextual landscape that comprises; mining in close</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>proximity; valley landforms; mountainous regions; urban settlements; infrastructure corridors. The slightly increased perception of activity due to the laying of the track bed and track and erection of overhead line equipment on the outer track of the Project would result in a barely perceptible change to the contextual landscape of the LCA.</p>			
<p>Nant Helen Reclaimed Uplands LCA</p>	<p>The LCA has some capacity to accommodate the Project without affecting its overall integrity due to the development taking place on engineered landforms within the restored landscape. The LCA also contains existing urban features such as electricity pylons and is surrounded by urban development (Ystradgynlais and Seven Sisters) and road infrastructure (A4109, A4221 and A4067). It is susceptible to the removal of restored features and urbanisation. The susceptibility to change is therefore Medium.</p> <p>The construction of the outer and inner rail tracks would take place within the LCA. Two rail tracks would be constructed on the existing Nant Helen Complementary Earthworks development. This rail infrastructure would tie into the Neath and Brecon Railway to the south and further associated sidings and buildings located at the washery.</p> <p>Construction includes the laying of the track bed and rail track and erection of overhead line equipment. To the south, where the rail tracks connect with the sidings at the washery, construction would include 2 platforms 230m in length and an associated station building.</p> <p>Works within the adjacent Head of Dulais Valley LCA would include the construction of maintenance and storage sheds, research and development centre and a multi-storey control centre building as well</p>	<p>Medium</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>as rail sidings for up to 400 vehicles. These works would be at the location of the washery and would not directly impact on the LCA but would contribute to the overall sense of scale of construction works taking place.</p> <p>Whilst the removal of previously restored areas of the LCA is not anticipated, the construction works within and adjacent to the LCA would introduce large-scale construction activity to the restored landscape. Evidence of historic mining activity and urbanising features including pylons, overhead lines and engineered landforms are characteristic of the LCA. Due to the activity being introduced to approximately half of the LCA but concentrated to the engineered earthworks and not relating in removal of mature vegetation/habitats the magnitude of change would be Medium (Adverse) for this Medium sensitivity receptor. The significance of effect on the Nant Helen Reclaimed Uplands LCA would therefore be Moderate (Adverse).</p>			
Slopes of Cefn Gwrhyd & Cwm Egel LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell), urban settlement (Ystalyfera, and Pontardawe) and road infrastructure (A4068, B4599 and A474) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The landscape character area has a varied contextual landscape that comprises; mining; valley landforms; mountainous regions; urban settlements; and infrastructure corridors. The LCAs sense of remoteness and tranquillity is owed to</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	the valley topography within which the enclosed grazed pasture lies. The slightly increased perception of activity within the contextual landscape due to the laying of the track bed and track and the erection of overhead line equipment at the western edge of the outer rail track would result in the barely perceptible change.			
Swansea Valley LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCA is a result of its valley topography, urbanised areas form the contextual landscape to the north-east (Ystradgynlais) and south-west (Pontardawe). The susceptibility to change is therefore Low.</p> <p>There are no direct or indirect impacts to the LCA. The area of development is located well beyond the extents of the LCA which has an overall enclosed character due to the steep valley sides. Construction activity would result in no change to the LCA.</p>	Medium	No Change	Neutral
Swansea Valley Settlements LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The urban character of the area and history of mining activity within the surrounding landscape means it can accommodate indirect changes within the contextual landscape as long as changes do not result in the removal or degradation of key/valuable landscape features. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. Large-scale operations such as mining have been commonplace within the surrounding landscape and</p>	Medium	Negligible (Adverse)	Negligible (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>urban settlement has developed due to industry. There would be a slight increased perception of activity within the contextual landscape and the perceived disturbance to a newly restored landscape due to the laying of the track bed and track and erection of overhead line equipment at the western extent of the outer rail track. Due to the enclosed character of the LCA effects would be barely perceptible.</p>			
<p>Upland Settlements</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell) and road infrastructure (A4068) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. The construction of the Project would result in perceptible disturbance of a newly restored area within the contextual landscape. These effects would be barely perceptible due to distance.</p>	<p>Medium</p>	<p>Negligible (Adverse)</p>	<p>Negligible (Adverse)</p>
<p>Waterfall Country and Southern Valleys LCA</p>	<p>The LCA is susceptible to changes that would affect its sense of remoteness, peacefulness and tranquillity, which are; recognised special qualities of the national park; identified within the aims and objectives of <i>A Management Plan for the Brecon Beacons National Park 2015-2020</i><sup>2</sup>; and recognised within both the national park's</p>	<p>High</p>	<p>Negligible (Adverse)</p>	<p>Minor (Adverse)</p>

<sup>2</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>landscape character assessment and within LANDMAP. The LCA is also susceptible to the introduction of incongruous features into the contextual landscape. The susceptibility to change is therefore Medium.</p> <p>There are no direct impacts to the LCA. Construction activity within 350m of the LCA’s southern boundary would be visible from limited elevated locations within the character area. Construction works include the laying of the track bed and track and the erection of overhead line equipment across engineered earthworks. Construction activity within the contextual landscape would result in perceptible disturbance of a newly restored landscape. Indirect impacts would be limited to elevated locations within the western extent of the LCA which is already influenced by adjacent urban development and road infrastructure. Perception of the majority of the LCA and its key characteristics would not change.</p>			
Wooded Tawe Valley LCA	<p>The character area is susceptible to changes that would result in an increased sense of urbanisation and loss of its natural character. The susceptibility to change is therefore Medium.</p> <p>Construction works on the outer rail track of the Project including the laying of track bed and track and the erection of overhead line equipment would result in the perceptible disturbance of a newly restored landscape beyond the northern embankment woodland</p>	Medium	Low (Adverse)	Minor (Adverse)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>planting implemented as part of the Nant Helen Complementary Restoration Earthworks.</p> <p>The introduction of construction activity would result in the perceptible spread of urban development further up the valley slopes and away from the existing developed areas located on the valley floor. This would only affect a small proportion of the overall LCA to the north-east.</p>			
Y Mynydd Du LCA	<p>The LCA is susceptible to indirect changes that would affect its sense of peace and tranquillity, which are; recognised special qualities of the national park; identified within the aims and objectives of <i>A Management Plan for the Brecon Beacons National Park 2015-2020</i><sup>3</sup>; and recognised within both the national park’s landscape character assessment and within LANDMAP. The LCA is also susceptible to the introduction of incongruous features into the contextual landscape. The susceptibility to change is therefore Medium.</p> <p>There are no direct impacts to the LCA. The construction works including the laying of track bed and track and the erection of overhead line equipment along the earthworks implemented as part of the Nant Helen Complementary Restoration Earthworks would result in the perceptible disturbance of a newly restored area within the contextual landscape. Impacts would be limited to a small proportion</p>	High	Low (Adverse)	Minor (Adverse)

<sup>3</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*



Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>of the overall LCA at its southern extent, near existing urban features that currently reduce the sense of peace and tranquillity at the LCA’s boundary. It is anticipated that the construction works would be visible at a much greater distance from within the LCA, however the impacts to peacefulness and tranquillity and perceived disturbance to the contextual landscape would be barely perceptible at these greater distances.</p>			

## A2 Assessment Table – Effects from Operation (Landscape)

Landscape Character Area	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
Banwen Uplands LCA	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Industrial remnants (the washery and Neath and Brecon railway), infrastructure routes (A4221 and A4109) and urban features (pylons, street lighting, solar farms) are typical of the wider contextual landscape, particularly to the west due to Onllwyn, Ytradgynlais and wind turbines at Hirfynydd. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. There would be an increase in urban features adjacent to the north-west extent of the character area due to the redevelopment of the coal washery site which would contain more buildings which would be bigger in footprint and height. Train movement at the eastern edge of the outer track in shallow cutting and across a small section of embankment would contribute to the impacts, introducing rail infrastructure and activity to the adjacent landscape.</p> <p>Changes would affect a small proportion of the LCA and be concentrated close to the less tranquil areas of the LCA, already influenced by urban settlements, existing rail infrastructure (the washery and Neath and Brecon Railway) and busy roads such as the A4221 and A4109. The magnitude of change would therefore</p>	Medium	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

	<p>be Low (Adverse) for this Medium sensitivity receptor. The significance of effect would be Minor (Adverse)</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal, and the magnitude of change would therefore remain Low (Adverse). The significance of effect would remain Minor (Adverse).</p>			
<p>Black Mountain Southern Fringe LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell), urban settlements (Cwmllynfell and Ystradgynlais) and infrastructure (A4068 and A4067) exist within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. There would be a slightly increased perception of activity within the wider contextual landscape due to moving trains on the outer rail track. The LCA lies in close proximity to existing large-scale activity, urban settlement and road infrastructure and is located approximately 5.6km from the Project. The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

	<p>minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (adverse). The significance of effect would remain Negligible (adverse).</p>			
<p>Bryn Henllys Reclaimed Open Cast LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape of the LCA contains mining activity (west of Cwmllynfell), urban settlements (Cwmllynfell, Cwm-twrch Isaf and Ystradgynlais) and road infrastructure (A4068 and A4607). The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. There would be slightly increased perception of large-scale activity and urbanisation within the wider landscape mainly due to the movement and noise from the trains and rail infrastructure features on the outer rail track. Movement and development are characteristic of the LCAs existing contextual landscape and the Project is located approximately 4.3km from the edge of the LCA. The magnitude of change would therefore be Negligible (adverse) for this Low sensitivity receptor. The significance of effect would-be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>	<p>Low</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

<p>Coelbren Settlement LCA</p>	<p>The LCA has some capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape contains existing rail infrastructure related to previous mining activity. The LCA is also urban and therefore contains features such as roads, lighting, signage and buildings. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b> The Project would result in increased activity at the washery site due to introduction and operation of new sidings, storage sheds, multi-storey control centre building and a research and development centre. There would be an increase in activity and the defunct coal washery buildings/machinery would be replaced with more substantial structures.</p> <p>There are no direct impacts to the LCA. To the west of the LCA, there would be an increase in urban features within the restored landscape including train movements, overhead line equipment, fencing and signals on the outer and inner rail track.</p> <p>There would be substantial changes to the contextual landscape that would not substantially alter the LCA itself which owes its character to its linear development and historic links to mining industry. The magnitude of change would therefore be Low (Adverse) for this Low sensitivity receptors. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal, and the magnitude of change would therefore remain Low (Adverse). The significance of effect would remain Minor (Adverse).</p>	<p>Low</p>	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>
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<p>Cwm Twrch LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Urban settlements (Cwm-twrch Isaf, Ystalyfera and Cwmllynfell) and road infrastructure (A4068 and Rhiwfawr Road) are existing features of the contextual landscape. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The contextual landscape comprises urban settlements and road infrastructure. There would be an increase of urban elements in the surrounding landscape due to train movements and rail infrastructure features such as overhead line equipment, fencing and signals.</p> <p>Changes to the surrounding landscape would affect the eastern extent of the LCA only and the Project is located approximately 4.2km from the edge of the LCA. The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>
<p>Dulais Valley LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The existing contextual landscape comprises, large scale forestry activity (Hirfynydd), urban settlements</p>	<p>Medium</p>	<p><b>Year 1</b></p>	<p><b>Year 1</b></p>

	<p>(Neath, Seven Sisters and Ystradgynlais) and infrastructure (A4221). The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The introduction of passing trains and rail infrastructure elements such as; overhead line equipment, fencing and signals; and platforms and an associated station building would contribute to the perceptible urbanisation of a restored area of the surrounding landscape. These urbanising features would be located on engineered landforms implemented as part of the Nant Helen Complementary Restoration Earthworks.</p> <p>The introduction of additional sidings and buildings at the location of the washery are not anticipated to affect the character of the LCA due to it being a minor change to the pre-existing land cover outside of the LCA.</p> <p>Indirect impacts to the LCA would be limited to the north-eastern extent of the LCA where the levels of tranquillity are already lower due to the proximity of developed areas including Severn Sisters and Onllwyn and existing road infrastructure. The changes to the contextual landscape will affect the northern extent of the LCA which is a small proportion of the overall LCA. The magnitude of change would therefore be Low (Adverse) for this Medium sensitivity receptor. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal, and the magnitude of change would therefore remain Low (Adverse). The significance of effect would remain Minor (Adverse).</p>		<p>Low (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p>Minor (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>
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<p>Fforest Fawr LCA</p>	<p>The LCA is susceptible to indirect changes that would affect its sense of remoteness, peacefulness and tranquillity, which are; recognised special qualities of the national park; identified within the aims and objectives of <i>A Management Plan for the Brecon Beacons National Park 2015-2020</i><sup>4</sup>; and recognised within both the national park’s landscape character assessment and within LANDMAP. The LCA is also susceptible to urban or large-scale features that would change the perception of the wider landscape and the LCA itself. The susceptibility to change is therefore Medium.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. Train movement and urban rail infrastructure including overhead line equipment, signals and fencing on the inner and outer rail tracks would contribute to the introduction of activity within a newly restored landscape albeit with some engineered landforms. Whilst urban and rail features would be introduced to a restored, upland landscape, it is the speed and frequency of train movement around the site that would have the greatest impact to the sense of remoteness, peace and tranquillity experienced within the LCA.</p> <p>The greatest impact on sense of remoteness, peace and tranquillity would be experienced at the south-western edge of the LCA where these qualities are already lessened by the proximity to existing development and infrastructure. It is anticipated that the Project would be perceptible at a much greater distance from within the LCA however, the impacts to peacefulness and tranquillity would be limited by distance and by the Project forming only a small component within an expansive surrounding landscape. The magnitude of change would therefore be</p>	<p>High</p>	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b> Negligible (Adverse)</p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b> Negligible (Adverse)</p>
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<sup>4</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*



	<p>Low (Adverse) for this High sensitivity receptor. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and would reduce the perceptibility of movement/activity within the contextual landscape. Planting implemented as part of the Nant Helen Complementary Restoration Earthworks and landscape mitigation planting at the north-eastern extent of the Project would re-establish the wooded valley side that forms part of the contextual landscape. Due to the reduced perceptibility of the Project the magnitude of change would reduce to Negligible (Adverse). The significance of effect would be Negligible (Adverse).</p>			
<p>Head of Dulais Valley LCA</p>	<p>The LCA is able to accommodate the Project without effects upon its overall integrity. The character of the LCA and development of the settlement is a direct result of local industry and the LCA contains rail infrastructure (Neath and Brecon Railway and washery), road infrastructure (A4109) and urban development (Seven Sisters and Onllwyn). The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>Changes within the LCA would include sidings along the existing Neath and Brecon Railway corridor to the west of the washery and the introduction of; sidings for up to 400 vehicles; storage sheds; multi-storey control centre building and research and development centre at the location of the washery.</p> <p>The new features within the LCA are closely related to the existing rail infrastructure and the sidings and new buildings at the washery would be perceived as redevelopment and restarting of activity at a defunct area rather</p>	<p>Medium</p>	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

	<p>than the introduction of new different activity that would be out of character with the LCA.</p> <p>The introduction of rail infrastructure in the adjacent LCA would include; overhead line equipment, signals and fencing on engineered landforms; 230m platforms and a station building at the intersection between the rail tracks and the connecting branch line; and the introduction of fast-moving trains. These features would contribute to the urbanisation of the LCA and the adjacent, newly restored landscape, alongside existing pylons and the Neath and Brecon Railway corridor.</p> <p>The impacts on the LCA predominantly result from the impacts to the restored adjacent landscape. The magnitude of change would therefore be Low (Adverse) for this Medium sensitivity receptor. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation around along the branch line and around station building within the landscape adjacent the LCA would reduce the perceptibility of the Project. The reduction in perceptibility would be slight only and there would be no change within the LCA itself. The magnitude of change would therefore remain Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
<p>Hirfynydd LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large scale operations (mining) and man-made features (forestry) are characteristic of the LCA. The contextual landscape contains urban settlements (Crynant, Seven Sisters, Onllwyn) and main roads (A4109 and A4221). The susceptibility to change is therefore Low.</p> <p>There are no direct impacts to the LCA. Changes to the wider landscape context would be the introduction of rail infrastructure and urban elements including</p>	<p>Medium</p>	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b></p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b></p>

	<p>overhead line equipment and train movements which would be a perceptible change to the newly restored landscape to the north of the LCA.</p> <p>Development at the washery site would not impact upon the LCA’s character as it would be barely perceptible.</p> <p>Effects would be limited to the northern extent of the LCA or from the ridgeline that runs north-east to south-west. The magnitude of change would therefore be Low (Adverse) for this Medium sensitivity receptor. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established landscape mitigation planting along the branch line would partially screen the rail infrastructure and integrate the station platforms and station building into the landscape. Planting at the south-western extent of the Project following the shallow watercourse valley would partially screen trains and rail infrastructure on embankment. Due to the decreased perceptibility of the Project within the contextual landscape the magnitude of change would reduce to Negligible (Adverse). The significance of effect would be Negligible (Adverse).</p>		<p>Negligible (Adverse)</p>	<p>Negligible (Adverse)</p>
<p>Mynydd Allt y grug LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCAs contextual landscape comprises urban settlement (Ystalyfera, Cilmaengwyn and Ystradgynlais) and road infrastructure (A4067) within the valley. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The character area’s varied contextual landscape comprises urban settlements, main roads and mountainous regions. The</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

	<p>Project would result in the introduction of urbanising features within a recently restored area of the contextual landscape.</p> <p>The increase in urbanising features and perception of urban features due to fast moving trains would be limited to a relatively small area within the expansive surrounding landscape. The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>			
<p>Mynydd Marchywel LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCAs contextual landscape comprises urban settlement (Neath, Rhos, Crynant, Ystalyfera and Ystradgynlais) and road infrastructure (A4109 and B4599) within the surrounding valleys. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The contextual landscape of the LCA comprises urban settlement and main roads. The LCA’s sense of remoteness and tranquillity is as a result of the stark contrast to its surrounding urban development (Neath to the south-west and Ystradgynlais to the north).</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

	<p>There would be a perceptible change to the contextual landscape due to an increase in activity including fast moving trains within a newly restored area. Changes to the sense of remoteness and tranquillity due to the introduction of urbanising features and operation of the rail testing facility within the surrounding landscape would be slight and affect only the northern extent of the LCA. The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal, and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>			
<p>Mynydd Uchaf, Mynydd Garth &amp; Cefn Gwrhyd LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The landscape character area has a varied contextual landscape that comprises; mining in close proximity; valley landforms; mountainous regions; urban settlements; infrastructure corridors.</p> <p>The operational Project would result in urbanising features within a newly restored area of the contextual landscape. Fast moving trains would contribute to the disturbance of the newly restored area.</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

	<p>The contextual landscape surrounding the LCA is varied and effects would be barely perceptible due to the distance (approximately 6.8km) from the Project.</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>			
<p>Nant Helen Reclaimed Uplands LCA</p>	<p>The LCA has some capacity to accommodate the Project without affecting its overall integrity due to the development taking place on engineered landforms within the restored landscape. The LCA also contains existing urban features such as pylons and is surrounded by urban development (Ystradgynlais and Seven Sisters) and road infrastructure (A4109, A4221 and A4067). It is susceptible to the removal of restored features and urbanisation. The susceptibility to change is therefore Medium.</p> <p><b>Year 1</b></p> <p>The Project would introduce urban features including; overhead line equipment, signals and fencing; two platforms and a station building to the north-eastern extent of the LCA. The rail tracks would tie into the Neath and Brecon Railway and further associated sidings and buildings located at the washery.</p> <p>The urbanising features would sit on the engineered earthworks within the newly reprofiled and restored landscape.</p> <p>Changes within the contextual landscape are closely related to the existing Neath and Brecon Railway corridor and the washery site and would not impact the LCA.</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Medium (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Moderate (Adverse)</p>

	<p>The introduction of new urbanising features and large-scale activity and noise across a large proportion of the LCA, whilst not anticipated to result in loss or degradation of key features, would result in a substantial change to the newly restored landscape. The scale of the new features and prominent position on elevated topography would result in a Medium (Adverse) magnitude of change. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting will reduce the perceptibility of the Project from within the rest of the LCA to the south-west. The planting on the north-eastern edge of the site combined with established planting implemented as part of the Nant Helen Complementary Restoration Earthworks will re-establish the wooded valley character just north of the LCA.</p> <p>Although the perceptibility of the Project will be decreased across the south-western extent of the project the Project will remain a substantial change to the LCA and therefore the magnitude of change would remain Medium (Adverse). The significance of effect would be Moderate (Adverse).</p>			
<p>Slopes of Cefn Gwrhyd &amp; Cwm Egel LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell), urban settlement (Ystalyfera, and Pontardawe) and road infrastructure (A4068, B4599 and A474) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The landscape character area has a varied contextual landscape that comprises; mining; valley landforms; mountainous regions; urban settlements; and infrastructure corridors. The LCAs sense of</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>

	<p>remoteness and tranquillity is owed to the valley topography. There would be an increased perception of activity and urbanising features within the contextual landscape including overhead line equipment, signals and fencing and the operation of the testing facility including fast moving trains.</p> <p>It is anticipated that any perception of a loss of sense of remoteness and tranquillity would be slight and would only be experienced at the eastern extent of the LCA due to the moving trains at the western extent of the outer rail track (approximately 5km from the edge of the LCA). The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>			
<p>Swansea Valley LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The LCA is a result of its valley topography, urbanised areas form the contextual landscape to the north-east (Ystradgynlais) and south-west (Pontardawe). The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct or indirect impacts to the LCA. The area of development is located well beyond the extents of the LCA which has an overall enclosed</p>	<p>Medium</p>	<p><b>Year 1</b> No Change</p> <p><b>Year 15</b> No Change</p>	<p><b>Year 1</b> Neutral</p> <p><b>Year 15</b> Neutral</p>



	<p>character due to the steep valley sides. Operational activity would result in no change to the LCA.</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>There is no change to the LCA at year 1 and therefore mitigation planting would not alter the magnitude of change at year 15.</p>			
<p>Swansea Valley Settlements LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. The urban character of the area and activity within the surrounding landscape means it can accommodate indirect changes within the contextual landscape as long as changes do not result in the removal or degradation of key/valuable landscape features. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. Activity within the surrounding landscape and urban settlement has developed due to industry. There would be a slight increased perception of urbanisation of the contextual landscape due to the introduction of rail infrastructure and the movement of trains.</p> <p>The perceived urbanisation of the surrounding landscape would affect only a small proportion of the overall contextual landscape that is formed by mountainous regions between the valleys. The magnitude of change would therefore be Low (Adverse) for this Medium sensitivity receptor. The significance of effect would be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Low (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Minor (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

	<p>movement/activity within the contextual landscape. The changes would be minimal, and the magnitude of change would therefore remain Low (Adverse). The significance of effect would remain Minor (Adverse).</p>			
<p>Upland Settlements LCA</p>	<p>The LCA has the capacity to accommodate the Project within its contextual landscape without effects to its overall integrity. Large-scale activity (mining west of Cwmllynfell) and road infrastructure (A4068) exists within the wider contextual landscape. The susceptibility to change is therefore Low.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The construction of the Project would introduce urban features and regular train movements to the contextual landscape. These changes would be barely perceptible due to distance (approximately 6km from the LCA). The magnitude of change would therefore be Negligible (Adverse) for this Medium sensitivity receptor. The significance of effect would be Negligible (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and slightly reduce the perceptibility of movement/activity within the contextual landscape. The changes would be minimal due to the distance of the LCA from the Project and the magnitude of change would therefore remain Negligible (Adverse). The significance of effect would remain Negligible (Adverse).</p>	<p>Medium</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 1</b></p> <p>Negligible (Adverse)</p> <p><b>Year 15</b></p> <p>Negligible (Adverse)</p>
<p>Waterfall Country and Southern Valleys LCA</p>	<p>The LCA is susceptible to changes that would affect its sense of remoteness, peacefulness and tranquillity, which are; recognised special qualities of the national park; identified within the aims and objectives of <i>A Management Plan</i></p>	<p>High</p>	<p><b>Year 1</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Minor (Adverse)</p>

	<p><i>for the Brecon Beacons National Park 2015-2020</i><sup>5</sup>; and recognised within both the national park’s landscape character assessment and within LANDMAP. The LCA is also susceptible to the introduction of incongruous features into the contextual landscape. The susceptibility to change is therefore Medium.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. Urbanising features including overhead line equipment, signals and fencing along the northern extent of the Project would be perceptible within the contextual landscape.</p> <p>The presence of overhead line equipment, signals and fencing within a recently restored area of the contextual landscape would contribute to a sense of urbanisation of the surrounding landscape and the loss of peacefulness and tranquillity from the LCA. These effects are however limited to the western extent of the character area and would be experienced at the edges of the LCA where peacefulness and tranquillity is already reduced due to proximity to urban development and existing infrastructure.</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established landscape mitigation planting at the north-eastern and western extents of the Project combined with established planting implemented as part of the Nant Helen Complementary Restoration earthworks would provide screening of rail infrastructure and passing trains and would reduce the perceptibility of the Project within the LCAs surrounding landscape. The planting on the northern embankment would reinstate the wooded valley character of the LCAs</p>		<p><b>Year 15</b></p> <p>Negligible (Adverse)</p>	<p><b>Year 15</b></p> <p>Negligible (Adverse)</p>
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<sup>5</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*

	surrounding landscape. The magnitude of change would therefore reduce to Negligible (Adverse). The significance of effect would be Negligible (Adverse).			
Wooded Tawe Valley LCA	<p>The LCA is susceptible to changes that would result in an increased sense of urbanisation and loss of its natural character. The susceptibility to change is therefore Medium.</p> <p><b>Year 1</b></p> <p>The presence of rail infrastructure elements such as overhead line equipment, signals and fencing on the outer track of the Project would introduce urban and rail infrastructure features to the newly restored adjacent landscape.</p> <p>There are direct impacts on a small area of the LCA where the Project is on the embankment that passes through the plantation woodland, introducing track bed, overhead line equipment and train movements to the highest areas on the valley slope. These changes would continue on the embankment in the adjacent LCA, where the grassland land cover would allow the project, particularly train movements, to influence the surrounding landscape. The LCA's valley topography would limit the influence of the project on the LCA, however the project features contrast with the infrastructure within the LCA and would be a substantial change to the character of the adjacent landscape. Mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide a buffer between the LCA and the operational scheme but would not be sufficiently established within its first three years to screen the Project.</p> <p>Due to the introduction of rail infrastructure up the valley slope and the contrast with its otherwise wooded character and limited development beyond the valley floor, the magnitude of change would therefore be Medium (Adverse) for this</p>	Medium	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

	<p>Medium sensitivity receptor. The significance of effect would be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would reinstate the wooded valley character on the southern side of the Swansea valley. The planting would provide screening of rail infrastructure and passing trains reducing the perceptibility of the Project from the rest of the LCA. The magnitude of change would therefore reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
<p>Y Mynydd Du LCA</p>	<p>The LCA is susceptible to indirect changes that would affect its sense of peace and tranquillity, which are; recognised special qualities of the national park; identified within the aims and objectives of <i>A Management Plan for the Brecon Beacons National Park 2015-2020</i><sup>6</sup>; and recognised within both the national park’s landscape character assessment and within LANDMAP. The LCA is also susceptible to the introduction of incongruous features into the contextual landscape. The susceptibility to change is therefore Medium.</p> <p><b>Year 1</b></p> <p>There are no direct impacts to the LCA. The operational scheme would introduce urban features into a recently restored landscape which forms part of the LCA’s contextual landscape. These features include the fencing, signals and overhead line equipment on the outer rail track which would affect the southern extent of the LCA.</p>	<p>High</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

<sup>6</sup> Brecon Beacons National Park *A Management Plan for the Brecon Beacons National Park 2015-2020*

	<p>Passing trains halfway up the valley slope would impact upon the sense of peace and tranquillity at the southern extent of the LCA. It is anticipated that the Project would be perceptible at a greater distance from within the LCA however this would form part of much wider vistas where settlements, road and rail infrastructure also form constituent parts of the surrounding landscape. The magnitude of change would be Medium (Adverse) for this High sensitivity receptor. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would help the proposed scheme to integrate into the surrounding landscape and would reduce the perceptibility of movement/activity within the contextual landscape. Planting implemented as part of the Nant Helen Complementary Restoration Earthworks would re-establish the wooded valley side that forms part of the contextual landscape. Woodland planting at the western extent of the Project would screen rail infrastructure and passing trains and would integrate the Project through its connection with surrounding mature woodland. Due to the reduced perceptibility of the Project and the reinstatement of character within the LCAs wider surrounding landscape, the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
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### A3 Assessment Table – Effects from Construction (Visual)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
1 - View from Ystradgynlais Bridleway 61	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p>Construction activity would be visible within 3.5km of the viewpoint. Receptors would have views of construction works on the northern embankment and the shallow cuttings at the western edge of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track. Construction works would be confined to the engineered landforms implemented as part of the Nant Helen Complementary Restoration Earthworks.</p> <p>Broadleaf woodland planting implemented as part of the Nant Helen Complementary Restoration earthworks would provide some filtering of works at grade on the northern embankment.</p> <p>Due to the introduction of construction activity across an open upland landscape across which restored features from the Nant Helen restoration works, such as vegetation would not yet have established, the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>	High	Medium (Adverse)	Moderate (Adverse)
2 - View from Ystradgynlais Footpath 64	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p>	High	Medium (Adverse)	Moderate (Adverse)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Construction activity would be visible within 1.7km of the viewpoint. Receptors would have views of construction works on the northern embankment of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle access route alongside the track. Construction works would be confined to the engineered landforms implemented as part of the Nant Helen Complementary Restoration Earthworks.</p> <p>Broadleaf woodland implemented as part of the Nant Helen Complementary Restoration earthworks would provide some filtering of works that are at grade with the embankment. However, due to the elevated position of the viewpoint, the majority of the works including construction vehicles and erection of infrastructure elements would remain visible.</p> <p>Due to the construction works visible across a wide section of the view and the perceived disturbance within restored areas of the view the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			
3 - View from Trig point on Cribarth	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p>Construction activity would be visible within 2km of the viewpoint. Receptors would have views of construction works on the northern embankment as well as some works visible on the cutting at the eastern edge of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of</p>	High	High (Adverse)	Major (Adverse)



Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>signals, fencing and acoustic barriers; and construction of vehicle access route alongside the track.</p> <p>Works would also be visible, further into the distance at the location of the washery and would include demolition of existing sheds and construction of; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage shed for rolling stock.</p> <p>Receptors views would be dominated by the construction works associated with the outer rail track on the northern embankment. The establishing planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would not filter views of construction due to the receptors' elevated position above the Project.</p> <p>The works at the washery would take place within a less prominent area of the view and where activity is already a feature of the view. Although 2km from the viewpoint, construction works would be taking place within a prominent, open upland area within the view. Works would be incongruous with the restored landscape and a large proportion of the Project would be visible, the magnitude of change would therefore be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p>			
<p>4 - View from Ogor Ffynnon Ddu NNR</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p>Construction activity would be visible within 4km of the viewpoint. Receptors would have views of construction works on the northern embankment as well as some works visible on the cutting at the eastern edge of the Project. It is also anticipated that some</p>	<p>High</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>works may be perceptible on the inner track in deep cutting. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle access route alongside the track.</p> <p>The majority of works taking place at the location of the washery would be screened by the topography in the middle ground but demolition of existing sheds and construction of taller structures including the multi-storey control building or works at the eastern edge of the washery would be perceptible.</p> <p>Mitigation broadleaf woodland planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would provide partial visual filtering of works at grade with the top of the embankment. Construction vehicles and taller features such as fencing, overhead line equipment and signals would remain visible throughout the construction period.</p> <p>Due to the construction works taking place on a prominent landform in the direction of the longer distance views, the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			
5 - View from western edge Ynyswen	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction activity would be visible within 1km of the viewpoint. Receptors would have views of construction works on the northern embankment. These works would include; the laying of track bed and rail track; erection of overhead line equipment;</p>	High	High (Adverse)	Major (Adverse)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>erection of signals, fencing and acoustic barriers; and construction of a vehicle access route alongside the track.</p> <p>Mitigation broadleaf woodland planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would partially filter views of construction activity due to receptors viewing the Project from lower ground. It is anticipated that construction vehicles and overhead line equipment would be clearly visible above intervening mitigation vegetation across the embankment.</p> <p>Due to the works being visible across the view above existing mature and establishing vegetation and the introduction of activity into an otherwise rural backdrop the magnitude of change would be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p>			
6 - View from Tanygarth, Abercraf	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction activity would be visible within 1km of the viewpoint. Receptors would have views of the construction works on the northern embankment and cuttings at the north-western edge of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of the vehicle maintenance access route alongside the track.</p> <p>Mitigation broadleaf woodland planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would partially filter views of construction activity to the east that would be visible between property roof</p>	Medium	Low (Adverse)	Minor (Adverse)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>tops. It is anticipated that the erection of overhead line equipment and the movement from construction vehicles would still be visible.</p> <p>To the south-east, existing mature coniferous plantation woodland would provide screening of construction on the embankment through the woodland, it is anticipated that works in cutting across the open acid grassland would be largely screened though still perceptible.</p> <p>Due to the filtering and partial screening provided by Nant Helen Complementary Restoration Earthworks mitigation planting, existing mature vegetation and the works occurring in cutting, the magnitude of change would be Low (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p>			
7 - View from Pen-Rhiwfawr	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction activity would be visible within 7km of the viewpoint. Receptors would have views of the construction works on the shallow cutting at the western edge of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle access route alongside the track.</p> <p>These works would be visible across a small proportion of the wide view. The works would also be taking place at a great distance from the receptors and would not break the skyline. It is anticipated that the movement, scale and colour of construction plant would likely draw attention to the works.</p>	High	Negligible (Adverse)	Minor (Adverse)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Due to the distance and relatively small section of the view affected the magnitude of change would be Negligible (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p>			
<p>8 - View from Ystradnlais Footpath 4</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p>Construction activity would be visible within 3.1km of the viewpoint. Receptors would have views of the construction works on the shallow cutting at the western edge of the Project. It is anticipated that works on the northern embankment would also be perceptible. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle maintenance access route alongside the track.</p> <p>Construction works would extend urban activity and features into the open, upland hillside above the woodland, adding to the existing development in the view. The magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>	<p>Medium</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>
<p>9 - View from NCNR 43</p>	<p>Recreational receptors have a High susceptibility to change as their attention is concentrated on surrounding views.</p>	<p>Medium</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Receptors would have close range views of the construction work on the northern embankment. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track.</p> <p>Mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would partially filter the construction works at ground level on the top of the embankment, however due to the close proximity of works it is anticipated that the majority of works would be clearly visible.</p> <p>The introduction of construction activity at close range above the viewpoint into a view that comprises engineered landform, but no urban features or activity would result in a Medium (Adverse) magnitude of change for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			
<p>10 - View from Station Road, Coelbren</p>	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction would be visible within 600m of the viewpoint. To the south, works would be visible at the location of the washery, including demolition of existing buildings/equipment and the construction of; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock. It is anticipated that cranes used for construction and the taller buildings would be visible at this location above intervening vegetation within field boundaries and alongside the A4221 within the middle ground.</p>	<p>Medium</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>To the west, receptors would have views of construction on the shallow outer track cuttings at the eastern extent of the Project. It is also anticipated that construction works within the deeper cuttings of the inner track would be perceptible. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle maintenance access route alongside the track. These works would be visible just above mature vegetation and below the horizon.</p> <p>Due to the increased large-scale activity at the washery, in close proximity to receptors, and the introduction of activity and urban elements on the grassed cuttings to the west, the magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			
<p>11 - View from Tawe-Uchaf Footpath 5</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p>Construction activity would be visible within 1.7km of the viewpoint. Receptors would have views of construction on the shallow outer track cuttings at the eastern extent of the Project. It is also anticipated that construction works within the deeper cuttings of the inner track would be perceptible. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle maintenance access route alongside the track.</p> <p>Further construction works would be visible at the location of the washery and would include demolition of existing buildings/equipment and the construction of; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and</p>	<p>High</p>	<p>Low (Adverse)</p>	<p>Minor (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>maintenance/storage sheds for rolling stock. These works would be visible within the middle ground below the A4109 to the south-west.</p> <p>Construction activity would be visible within grassed cuttings as well as construction at the washery which would extend further east than existing buildings/equipment at its location. These areas form a relatively small part of wider views which contain existing urban features including pylons, settlements and wind turbines. The magnitude of change would be Low (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p>			
<p>12 - View from Ystradfellte Byway 74</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p>Construction would be visible within 1.8km of the viewpoint. Receptors would have views of construction on the shallow outer track cuttings at the eastern extent of the Project. It is also anticipated that construction works within the deeper cuttings of the inner track would be perceptible. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle maintenance access route alongside the track.</p> <p>Further works at the location of the washery would be visible including the demolition of existing buildings/equipment and construction of; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock. Due to the lack of vegetation north-east of the washery site these works will be clearly visible, whilst works closer to Onllwyn will be screened by topography.</p>	<p>High</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>



Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Due to the lack of intervening vegetation and therefore the clear visibility of construction works at the washery and on earthworks to the west, the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			
<p>13 - View from School Road, Ystalyfera</p>	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction activity would be visible within 5.5km of the viewpoint. Receptors would have views of the construction works on the northern embankment and shallow cuttings at the north-western extent of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track.</p> <p>It is anticipated that existing conifer plantation and the mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide some filtering of works on the northern embankment. Works on the shallow cutting at the western edge of the Project would be visible due to a lack of intervening vegetation and the elevated position.</p> <p>Due to the construction works being below the horizon and forming only a small part of the view with movement and urban features characteristic of the foreground and middle ground, the magnitude of change would be Low (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p>	<p>Medium</p>	<p>Low (Adverse)</p>	<p>Minor (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
<p>14 - View from Ystradgynlais Footpath 10</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p>Construction activity would be visible within 400m of the viewpoint. Receptors would have views of construction works on the shallow cuttings at the western edge of the Project as well works on the slight embankment and cutting earthworks running parallel to the pylons to the east. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track.</p> <p>Views of construction works at the location of the washery would also be available, beyond the existing pylons and power lines. These works would be difficult to distinguish, due to distance and construction works within the foreground and middle ground but would include demolition of existing sheds and construction of; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock.</p> <p>The view includes existing urban features such as pylons, wind turbines, settlements and road infrastructure in the middle to long distance to the east However, the construction works within a restored upland landscape would be incongruous. Expansive long-distance view to the north-west would be retained and therefore the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>	<p>High</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
15 - View from Tawe-Uchaf Footpath 49	Viewpoint 15 was included as part of the Nant Helen Complementary Restoration Earthworks LVIA. It is assumed that public access to this footpath/viewpoint would not be provided and it has therefore not been included in this assessment.	N/A	N/A	N/A
16 - View from properties on A4109	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p>Construction would be visible within 500m of the viewpoint. Receptors would have direct views of construction on the outer rail track embankment and shallow cutting at the southern edge of the Project. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track.</p> <p>There would be large-scale construction activity within the open, elevated landscape in the view, however there are existing urban features within the foreground and middle ground including; the Neath and Brecon Railway; street lighting; pylons; and engineered landforms (Nant Helen Complementary Restoration Earthworks). The magnitude of change would therefore be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>	Medium	Medium (Adverse)	Moderate (Adverse)
17 - View from Onllwyn Cemetery	<p>Visitors to the cemetery have a High susceptibility to change.</p> <p>Construction activity would be visible within 250m of the viewpoint. Receptors would have views of construction works on the embankment and shallow cutting to the west beyond the existing pylons. It is anticipated that works on the inner rail track cutting</p>	Medium	Low (Adverse)	Minor (Adverse)

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>would be perceptible to the north-west though filtered by existing vegetation alongside the A4109. Works on the earthworks implemented as part of the Nant Helen Complementary Restoration Earthworks would include the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of a vehicle maintenance access route alongside the track.</p> <p>Due to the works being visible within the context of existing urban features such as the main road and pylons, the magnitude of change would be Low (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p>			
<p>18 - View from Sarn Helen Roman Road</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p>Construction would be visible within 2.7km of the viewpoint. Due to the elevation of the viewpoint, receptors would have views of the construction works on the cutting and embankment that form the southern extent of the outer rail track. Works would also be perceptible within the deeper cuttings that form the inner rail track. These works would include; the laying of track bed and rail track; erection of overhead line equipment; erection of signals, fencing and acoustic barriers; and construction of vehicle maintenance access route alongside the track.</p> <p>At the intersection of the rail tracks and the connecting branch line to the Neath and Brecon Railway, works would also include the construction of rail platforms and a station building.</p>	<p>High</p>	<p>Medium (Adverse)</p>	<p>Moderate (Adverse)</p>

Viewpoint No.	Assessment	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Construction of rail infrastructure across a small section of the branch line which follows the existing vehicular access between the coal washery, and the central site compound would be visible.</p> <p>To the north, construction works at the washery site would be perceptible, including the demolition of existing buildings/equipment and construction of; sidings for up to 400 vehicles; multi-storey control centre building; research and development centre; and maintenance/storage sheds for rolling stock. It is anticipated that cranes and construction of taller elements including the multi-storey control building would be more clearly visible in this area, above the topography.</p> <p>Due to the elevated view down onto construction works across a wide section of the available view, the magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p>			

## A4 Assessment Table – Effects from Operation (Visual)

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
<p>1 - View from Ystradgynlais Bridleway 61</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>The Project would be visible within 2km of the viewpoint. Receptors would have views of rail infrastructure on the northern embankment and shallow cuttings at the western edge of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers. When in use, passing trains would highlight the location of the track and introduce fast movement into a rural upland landscape view. Infrequent maintenance vehicle operations will also be visible alongside the track.</p> <p>Broadleaf woodland implemented as part of the Nant Helen Complementary Restoration earthworks would be perceptible but would only provide minimal filtering of rail infrastructure and train movements at grade with the embankment due to its size.</p> <p>The Project will be visible across a small section of the view. However, due to the introduction of urbanising features into a prominent, open upland landscape and the introduction of fast movement into an otherwise rural view, the magnitude of change would be Medium (Adverse) for these High</p>	<p>High</p>	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide a greater level of filtering of train movements and overhead line equipment and visually integrate the Project with existing surrounding woodland on the valley slopes.</p> <p>It is anticipated that mitigation planting on the western extent of the Project outside the outer rail track would provide screening of passing trains. Overhead line equipment may remain visible above the tree canopies due to the location of planting away from the cutting edge down the hillside.</p> <p>The additional screening provided by mitigation planting implemented as part of the Project and the Nant Helen Complementary Restoration Earthworks would reduce the overall perceptibility of the Project and restore the overall character of the view. Whilst some woodland will be visible further up the side of Mynydd y Drum contrasting with the open upland landscape, woodland will tie in with existing coniferous plantation and the change will only affect a small proportion of the overall view. The magnitude of change will therefore be Low (Adverse). The significance of effect would be Minor (Adverse).</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
<p>2 - View from Ystradgynlais Footpath 64</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>Receptors would have elevated views onto rail infrastructure on the northern embankment of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers. During operation, fast train movement would be introduced into the open landscape across the view. The scale and linearity of the infrastructure would contrast with the winding A4221.</p> <p>Broadleaf woodland implemented as part of the Nant Helen Complementary Restoration earthworks would be perceptible but would only provide minimal filtering of infrastructure elements and trains at grade with the embankment. Due to the elevated position of the viewpoint, fast train movement would be visible above acoustic fencing and change the rural character of the view. Infrequent maintenance vehicle operations would also be visible alongside the track.</p> <p>Due to the introduction of urbanising features into a rural open landscape view and visibility of features across a wide section of the view, the magnitude of change would be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p>	<p>High</p>	<p><b>Year 1</b> High (Adverse)</p> <p><b>Year 15</b> Medium (Adverse)</p>	<p><b>Year 1</b> Major (Adverse)</p> <p><b>Year 15</b> Moderate (Adverse)</p>



Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide screening of acoustic barriers and train movements on the northern embankment. It is anticipated that overhead line equipment would remain visible above tree canopies but would be difficult to distinguish as they do not break the horizon.</p> <p>Mitigation planting at the western extent of the Project would integrate with existing coniferous plantation, it is however anticipated that glimpsed views would be available of passing trains as they transition from embankment to cutting. Due to the reduced visibility of rail infrastructure and integration of mitigation planting with surrounding woodland cover the magnitude of change would reduce to Medium (Adverse). The significance of effect would be Moderate (Adverse).</p>			
<p>3 - View from Trig point on Cribarth</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>Receptors would have elevated views of rail infrastructure on the northern embankment as well as some taller features visible on the cutting at the eastern edge of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>The view would be dominated by rail infrastructure on the outer rail track on the northern embankment. The planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration</p>	<p>High</p>	<p><b>Year 1</b> High (Adverse)</p> <p><b>Year 15</b> Medium (Adverse)</p>	<p><b>Year 1</b> Major (Adverse)</p> <p><b>Year 15</b> Moderate (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Earthworks would not provide any filtering of views of infrastructure features or passing trains due to the receptors elevated position above the Project.</p> <p>Facilities at the location of the washery would also be visible including; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage shed for rolling stock. The visibility of these features would not result in a substantial change to the character of the view as they would be located on the site of existing development however the scale of the facilities would contrast with nearby small-scale settlements.</p> <p>Due to the prominence and close proximity of the Project which would be visible across the restored upland landscape and would contrast with the rural character of the view, the magnitude of change would be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide partial screening of the rail infrastructure and passing trains on the northern embankment. It is anticipated that overhead line equipment would remain visible above canopies due to the elevated position of the receptor looking down onto the Project.</p> <p>Mitigation planting at the eastern extent of the Project between the inner and outer rail track and would provide partial screening of trains as they transition</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>between the northern embankment and the cuttings at the eastern extent of the Project. It is anticipated that glimpsed views of trains would remain visible.</p> <p>Mitigation planting would provide screening of trains across a large proportion of the view and would integrate the scheme with the adjacent wooded valley. Due to the elevated position of the receptor and the close proximity of the Project rail infrastructure would remain visible above tree canopies. The magnitude of change would therefore reduce to Medium (Adverse). The significance of effect would remain Moderate (Adverse).</p>			
<p>4 - View from Ogof Ffynnon Ddu NNR</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the northern embankment as well as some taller features on the cutting at the eastern edge of the Project and the deeper cutting that forms the inner rail track. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>The majority of facilities at the location of the washery would be screened by the topography. It is anticipated that the increased scale of operations at this location would be perceptible and some taller structures such as the multi-storey control building or buildings/sheds at the eastern edge of the washery would be visible.</p>	<p>High</p>	<p><b>Year 1</b> High (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Major (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Mitigation planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would provide partial filtering of infrastructure features at grade with the top of the embankment. Taller features such as overhead line equipment, signals, fencing and passing trains and maintenance vehicles would all remain visible across this section.</p> <p>Due to the introduction of urbanising rail infrastructure to a rural landscape and prominent landform that dominates the middle ground of the view, the magnitude of change would be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide screening of passing trains on the northern embankment. It is anticipated that overhead line equipment would remain visible above the tree canopies but would be difficult to distinguish as they would not break the horizon and due to the distance of the receptor from the Project. Tree planting would visually integrate with surrounding wooded landcover on the valley slopes.</p> <p>Tree planting alongside the buildings at the coal washery would not screen any of the buildings but would provide a soft buffer and help integrate the structures within the surrounding landscape.</p> <p>Due to the screening provided by mitigation planting and therefore the reduced perceptibility of the Project within the view, the magnitude of change</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).			
5 - View from western edge Ynyswen	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the northern embankment. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>Mitigation planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would partially filter views of infrastructure elements (at grade with the top of the embankment) due to the lower elevation of the viewpoint. It is anticipated that taller features such as overhead line equipment, signals and passing trains and maintenance vehicles would remain visible.</p> <p>Due to the rail infrastructure being visible across the full width of the view across the hillside, and the introduction of movement and urbanising features to a rural view, the magnitude of change would be High (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Major (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p>	High	<p><b>Year 1</b></p> <p>High (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Major (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide screening of train movements across the northern embankment and would visually integrate with existing woodland on the lower hillside slopes. It is anticipated that the viewing position of receptors on lower ground would increase the effectiveness of planting as a visual screen. Overhead line equipment would remain visible above the tree canopies but would not break the horizon.</p> <p>There would be reduced visibility of trains and associated infrastructure across the view and woodland would be sufficiently established to visually integrate with mature woodland on the hillside. It is anticipated that the Project would remain perceptible due to overhead line equipment. The magnitude of change would therefore reduce to Low (Adverse). The significance of effect would be Minor (adverse).</p>			
<p>6 - View from Tanygarth, Abercraf</p>	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the northern embankment and the cutting at the north-western edge of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>Mitigation planting on the northern embankment implemented as part of the Nant Helen Complementary Restoration Earthworks would be perceptible but would only filter rail infrastructure features at grade with the top of the</p>	<p>Medium</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>embankment. Fast moving trains would be visible between property roof tops to the east.</p> <p>To the south, existing mature coniferous plantation would provide screening of rail infrastructure and passing trains on embankment through the woodland. The Project would emerge above the woodland in shallow cutting and rail infrastructure and fast-moving trains would be visible across a short section of the view.</p> <p>The Project will introduce urbanising features across the middle ground of the view, between the rooftops and the horizon. Existing mature coniferous woodland would screen the scheme across a large portion of the view, leaving rail infrastructure and trains visible across short sections of the view to the south and south-east. The magnitude of change will be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse)</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide screening of passing trains along the northern embankment.</p> <p>It is anticipated that woodland at the western edge of the Project would screen trains as they transition between the northern embankment and cuttings at the western extent of the Project. Overhead line equipment would remain visible above the tree canopies across a short section of the view.</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	Due to the reduced visibility of the Project, and the screening of fast movement from the backdrop of the view, the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).			
7 - View from Pen-Rhiwfawr	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Rail infrastructure on the shallow cutting at the western edge of the Project would be perceptible to receptors. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>Passing trains would introduce movement across an open, rural upland landscape and highlight other Project features.</p> <p>The project would introduce incongruous urbanising features across the hillside of Mynydd y Drum but would constitute a small proportion of much wider views. Built project features would be perceptible, however, train movements would result in noticeable change to the rural character of the view. The magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse)</p> <p><b>Year 15 – (with established mitigation planting)</b></p>	High	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>



Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Mitigation planting to the west of the outer rail track would provide screening of passing trains on the shallow cuttings. It is anticipated that overhead line equipment would remain visible above tree canopies but would not be clearly distinguishable due to the distance of the receptor from the Project.</p> <p>Due to the screening of fast movement from the long-distance view, the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
<p>8 - View from Ystradglnlais Footpath 4</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the shallow cutting at the western edge of the Project. It is anticipated that a small section of the rail infrastructure on the northern embankment would also be perceptible. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>The Project would introduce fast-moving trains and visible urbanising features on the hillside, separated by mature woodland from settlements in the valley. This would affect the composition of the view by increasing the proportion of development within the valley.</p> <p>Rail infrastructure would be clearly visible, contrasting with the landscape of ponds and marshy grassland to the west of the Project. Despite existing settlement being a feature of the view, due to the elevation and perceived</p>	<p>Medium</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>increase of developed areas within the valley, the magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Mitigation planting on the hillside of Mynydd y Drum on the western side of the outer rail track, would provide screening of passing trains. It is anticipated that overhead line equipment would remain visible above tree canopies but would not break the horizon and would therefore be difficult to distinguish.</p> <p>Due to the reduced perceptibility of the Project and therefore development within the valley, the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
9 - View from NCNR 43	<p>Recreational receptors have a High susceptibility to change as their attention is concentrated on surrounding views.</p> <p><b>Year 1</b></p> <p>Mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would provide a filter between receptors travelling along the cycle route and the rail infrastructure. Receptors would have filtered views of the rail infrastructure on the northern embankment. This would include; overhead line equipment; signals, fencing and acoustic barriers and fast-moving trains.</p>	Medium	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Medium (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Moderate (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>The introduction of rail infrastructure, close to receptors would result in a less tranquil experience for receptors using the cycle route who would have transient views of the Project. The magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting implemented as part of the Nant Helen Complementary Restoration Earthworks would screen rail infrastructure across the northern embankment and would alter the receptors experience from a corridor with woodland belts and glimpsed views out to a cycle route which would become a densely wooded enclosed corridor with limited views outwards.</p> <p>Due to the close proximity of the railway, passing trains would remain perceptible and would intermittently affect the sense of tranquillity experienced by cycle route users. The magnitude of change would therefore remain Medium (Adverse). The significance of effect would be Moderate (Adverse).</p>			
<p>10 - View from Station Road, Coelbren</p>	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the shallow outer track cutting at the north-eastern extent of the Project. It is also anticipated that</p>	<p>Medium</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b></p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b></p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>taller features within some areas of the deeper cuttings of the inner track would be perceptible. These features would include; overhead line equipment; signals, fencing and acoustic barriers; and moving trains. The majority of cuttings are deep enough to completely screen rail infrastructure and therefore these would be visible across short sections of the view.</p> <p>To the south, facilities at the location of the washery, including; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would be visible and would result in an increased scale of development beyond the intervening vegetation along the A4221 and within middle-ground field boundaries.</p> <p>Due to the increased amount and size of buildings at the washery, in close proximity to receptors, and the introduction of urbanising features to a restored area of the landscape to the west, the magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting on the eastern side of the outer rail track would provide screening of trains and rail infrastructure features within the shallowest parts of the cuttings to the west.</p> <p>To the south, tree planting alongside the multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would not screen the buildings but would provide soft buffer to lessen the visual intrusion of the structures.</p>		Low (Adverse)	Minor (Adverse)

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	Due to the screening of the Project to the west and the reduced perceptibility of buildings at the washery site the magnitude of change would reduce to Low (Adverse). The significance of effect would be reduced to Minor (Adverse).			
11 - View from Tawe-Uchaf Footpath 5	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>Receptors would have views of taller rail infrastructure features within the shallowest areas of inner track cuttings. This would include; overhead line equipment; signals, fencing and acoustic barriers; and moving trains.</p> <p>Trains travelling at high speeds would contribute to the receptors' awareness of the Project within a restored area of the view.</p> <p>Facilities associated with the Project rail infrastructure including; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would be visible to the south at the location of the washery. The western half of the site would be screened by intervening vegetation and topography however, the introduction of buildings further east would result in increased scale of development within the view.</p> <p>Rail infrastructure features and moving trains will only be visible across short sections of the view to the west however, due to the increased scale of development and visibility of sidings and buildings at the washery the</p>	High	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>magnitude of change would be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Established mitigation planting would screen passing trains and rail infrastructure on the outer rail track and shallow areas of the inner rail track to the west.</p> <p>Buildings at the site of the washery including the multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would remain visible however mitigation planting alongside the buildings would provide a soft buffer to the structures.</p> <p>Due to the reduced perceptibility of rail infrastructure to the west and the reduced dominance of buildings at the washery site, the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			
<p>12 - View from Ystradfellte Byway 74</p>	<p>Recreational receptors within the national park have a High susceptibility as their attention is concentrated on available views outwards from elevated topography.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure within the shallowest areas of the inner track cuttings at the eastern extent of the Project. It is anticipated</p>	<p>High</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>that taller features including; overhead line equipment; signals, fencing and acoustic barriers; and fast-moving trains would be visible.</p> <p>It is anticipated that topography would screen the majority of the branch line connecting the outer tracks to the washery. However, the platforms and station building would be visible and indicate the location of rail infrastructure.</p> <p>Facilities associated with the Project rail infrastructure including; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would be visible at the location of the washery and would result in an increased scale of development. The sidings and buildings would be clearly visible due to the location on a small exposed plateau and a lack of intervening vegetation.</p> <p>The Project would result in an increase in the scale of development at the washery site and would introduce new urbanising features to the view to the west. These changes would contribute to the urbanisation of a view that already comprises development associated with rail infrastructure and urbanising features such as urban settlement and pylons. The magnitude of change would therefore be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Mitigation planting outside the outer rail track at the south-eastern extent of the Project would screen rail infrastructure and passing trains on cuttings. Established planting around the platforms and station building would integrate</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>the structures within the surrounding landscape, it is still anticipated that the station building would remain visible above the tree canopies.</p> <p>Buildings at the washery site including multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock would remain visible however tree planting alongside the buildings would help the structures to integrate with their vegetated surroundings.</p> <p>Due to the reduced visibility of the Project and integration through mitigation planting the magnitude of change would reduce to Low (Adverse). The significance of effect would be reduced to Minor (Adverse).</p>			
<p>13 - View from School Road, Ystalyfera</p>	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the shallow cuttings at the north-western extent of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>Passing trains would be clearly visible across the shallow cuttings due to the positioning on a prominent landform (the slopes of Mynydd y Drum) with no intervening vegetation.</p> <p>Due to the introduction of rail infrastructure features and fast train movement which would be incongruous with the restored landscape and rural hillside setting of the view, the magnitude of change would be Medium (Adverse) for</p>	<p>Medium</p>	<p><b>Year 1</b> Medium (Adverse)</p> <p><b>Year 15</b> Low (Adverse)</p>	<p><b>Year 1</b> Moderate (Adverse)</p> <p><b>Year 15</b> Minor (Adverse)</p>



Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>these Medium sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Mitigation planting on the side of Mynydd y Drum at the western extent of the Project would provide screening of passing trains. It is anticipated that overhead line equipment would remain visible above tree canopies but would not break the horizon and would therefore be difficult to distinguish.</p> <p>Due to the screening of train movement and the reduced perceptibility of the Project the magnitude of change would therefore reduce to Low (Adverse). The significance of effect would be reduced to Minor (Adverse).</p>			
<p>14 - View from Ystradgynlais Footpath 10</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure within the shallowest areas of the cuttings at the western edge of the Project as well as elevated views across works on the slight embankment and cuttings running parallel to the pylons to the east. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>The close proximity of the rail infrastructure features, and fast-moving trains would introduce development and activity to the rural upland view, affecting the perception of the immediate view and views to the Brecon Beacon</p>	<p>High</p>	<p><b>Year 1</b> High (Adverse)</p> <p><b>Year 15</b> High (Adverse)</p>	<p><b>Year 1</b> Major (Adverse)</p> <p><b>Year 15</b> Major (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>National Park to the north. The introduction of rail infrastructure would widen the existing corridor of urban features comprising pylons, urban settlement, and road and rail infrastructure.</p> <p>Facilities associated with the rail testing tracks would be visible beyond the pylons and power lines at the location of the washery. This would include; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock. The introduction of buildings and sidings would increase the scale of development at the location of the washery, however intervening features including rail infrastructure and existing pylons and the distance of the buildings would make the change difficult to distinguish. The magnitude of change would therefore be High (Adverse) for these High sensitivity receptors. The significance of effect would be Major (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Mitigation planting at the western extent of the Project would partially screen rail infrastructure and passing trains across shallow cuttings. The scheme would remain visible across embankments and cutting running parallel to the pylons to the east.</p> <p>Due to the close proximity of receptors to the Project and the upland character that offers open views the magnitude of change would remain High (Adverse). The significance of effect would remain Major (Adverse).</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
15 - View from Tawe-Uchaf Footpath 49	Viewpoint 15 was included as part of the Nant Helen Complementary Restoration Earthworks LVIA. It is assumed that public access to this footpath/viewpoint would not be provided and it has therefore not been included in this assessment.	N/A	N/A	N/A
16 - View from properties on A4109	<p>Residential receptors have a High susceptibility to change due to the permanence and static nature of views.</p> <p><b>Year 1</b></p> <p>Receptors would have direct views of rail infrastructure on the outer rail track small embankment and shallow cutting at the southern edge of the Project. This would include; overhead line equipment; signals, fencing and acoustic barriers. It is anticipated that taller features would also be visible within the shallowest areas of the cuttings that form the inner rail track.</p> <p>The introduction of rail infrastructure and passing trains would alter the character of the views and widen the infrastructure corridor that currently comprises the A4109, Neath and Brecon Railway and pylons that all span the view.</p> <p>The changes as a result of the Project would introduce urban features and fast movement into an open restored area of the landscape that forms the backdrop to foreground views of the A4109. The magnitude of change would be Medium (Adverse) for these Medium sensitivity receptors. The significance of effect would therefore remain Moderate (Adverse).</p>	Medium	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p><b>Year 15 – (with established mitigation planting)</b></p> <p>Belts of woodland planting to the south of the outer rail track would screen the majority of the rail infrastructure. It is anticipated that overhead line equipment (approx. 9m tall) would remain visible above the tree canopies. Train movement would be screened across the view.</p> <p>The reduced visibility of the scheme would result in the restoration of the backdrop to the view as a restored landscape with some urban detractors. The mitigation planting would be slightly incongruous with the open upland landscape but would integrate with existing plantation woodland at a similar elevation. Dues to the reduced visibility of the Project the magnitude of change would reduce to Low (Adverse). The significance of effect would reduce to Minor (Adverse).</p>			
<p>17 - View from Onllwyn Cemetery</p>	<p>Visitors to the cemetery have a High susceptibility to change.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail infrastructure on the embankment and shallow cutting to the west beyond the existing pylons. It is anticipated that rail infrastructure in the shallowest areas of the inner rail track cutting would be perceptible to the north-west though filtered by existing vegetation alongside the A4109. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p>	<p>Medium</p>	<p><b>Year 1</b> Low (Adverse)</p> <p><b>Year 15</b> Negligible (Adverse)</p>	<p><b>Year 1</b> Minor (Adverse)</p> <p><b>Year 15</b> Negligible (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Filtered views of 230m single-face platforms and an associated station building would be available beyond the vegetation alongside the A4109.</p> <p>Passing trains would also be clearly visible across the embankment and shallow cuttings in addition to the existing movement from traffic on the A4109.</p> <p>The existing view includes urbanising features such as pylons and street lighting along the main road. Due to the dominance of these features in the existing view, and the screening provided by roadside vegetation, the magnitude of change would therefore be Low (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Minor (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>It is anticipated that overhead line equipment would remain visible above the established belts of woodland planting to the south of the outer rail track. Glimpsed views of fast train movements would remain available across a small proportion of the view towards the restored overburden mound.</p> <p>Woodland planting surrounding the platforms and associated station building beyond the A4109 would help to integrate the structures with the surrounding landscape and provide additional filtering of views in combination with the A4109 roadside vegetation.</p> <p>The increased woodland would result in change to the view but would provide screening of the majority of the Project. Due to the reduced visibility of the Project across the view, the magnitude of change would reduce to Negligible</p>			

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	(Adverse) for these High sensitivity receptors. The significance of effect would be Negligible (Adverse).			
<p>18 - View from Sarn Helen Roman Road</p>	<p>Recreational receptors have a High susceptibility as their attention is concentrated on surrounding views.</p> <p><b>Year 1</b></p> <p>Receptors would have views of rail platforms and associated station building at the intersection of the rail tracks and the connecting branch line to the Neath and Brecon Railway. The branch line connecting to the Neath and Brecon Railway would be visible across a small section before being screened by topography. Due to the elevation of the viewpoint, receptors would also have views of the rail infrastructure on the cutting and embankment that form the southern extent of the outer rail track. Taller rail features would also be perceptible within the shallowest areas of the inner rail track cuttings. This would include; overhead line equipment; signals, fencing and acoustic barriers.</p> <p>To the north it is anticipated that facilities at the location of the washery would be perceptible. This would include; sidings for up to 400 vehicles; multi-storey control building; research and development centre; and maintenance/storage sheds for rolling stock. It is anticipated that the taller structures would be visible and the increased number of units at this location would increase the scale of the development in the view.</p>	<p>High</p>	<p><b>Year 1</b></p> <p>Medium (Adverse)</p> <p><b>Year 15</b></p> <p>Low (Adverse)</p>	<p><b>Year 1</b></p> <p>Moderate (Adverse)</p> <p><b>Year 15</b></p> <p>Minor (Adverse)</p>

Viewpoint No.	Comments	Sensitivity	Magnitude of Change	Significance of Effect
	<p>Passing trains would be clearly visible across the earthworks implemented as part of the Nant Helen Complementary Restoration Earthworks and would add movement across a wide section of the view.</p> <p>The project would introduce transport infrastructure and urbanising features across an open restored landscape in an elevated view, the Project would not break the horizon and long-distance open views would be retained, the magnitude of change would therefore be Medium (Adverse) for these High sensitivity receptors. The significance of effect would therefore be Moderate (Adverse).</p> <p><b>Year 15 – (with established mitigation planting)</b></p> <p>Mitigation planting to the south of the outer rail track and planting alongside the branch line earthworks would provide screening of passing trains across a large proportion of the view. It is anticipated that overhead line equipment would remain visible above the tree canopies.</p> <p>There would be no change to the visibility of facilities at the location of the washery.</p> <p>Due to the reduced visibility of train movement across a large portion of the view and the integration of platforms and station building due to established woodland the magnitude of change would reduce to Low (Adverse). The significance of effect would be Minor (Adverse).</p>			