Llywodraeth Cymru / Welsh Government

A487 New Dyfi Bridge

Environmental Statement - Volume 3: Appendix 8.2

Visual Assessment Tables

Final Issue | September 2017

Visual Assessment Table - Construction

Key
Dist. = Distance to nearest part of the Scheme
Receptor category = [R] – Representative, [S] – Specific, [I] – Illustrative
Grid Ref = Accurate grid reference for the viewpoint
Sensitivity = (High, Moderate, Low) Refer to criteria tables in Chapter 8
Nature of Change = Magnitude (Major, Moderate, Minor, Negligible, No Change), Permanent/Temporary (short-term: 5yrs, medium term: 5-15 yrs, long term: >15yrs), Reversible/ Irreversible. Refer to criteria tables in Chapter 8

N.B. For the construction phase in accordance GLVIA3 para 4.21, inbuilt standard construction mitigation measures have been developed as part of the iterative design and accounted for in the assessment process. These are described at paragraph 8.5.6 of Chapter 8 in Volume 1 of the ES. Due to the short-term and temporary nature of the construction effects identified, it is not considered feasible to include any (secondary) mitigation to further reduce the construction phase effects.

Table 1 Assessment of visual effects arising from the construction phase

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
VP 1 [R] Dist. 40m Grid Ref: SH 7479 0194	This view is representative of those available to pedestrians and cyclists using the footpath (P5) and NCN 8 on the southern bank of the River Dyfi.	Open view looking east north-east. The recreational path and surrounding fields occupy the foreground with the River Dyfi, visible through intervening vegetation, to the left of the view. The river provides a focal point as it approaches the Millennium Bridge in the middle distance. To the north, the steep wooded northern riverbank and hillside beyond contain and foreshorten the view. To the south, more open, 180° views extend over the fields to the rising ground at Pen yr Allt.	Recreational route of national importance and high value. The route is well used by **walkers, anglers and cyclists** enjoying attractive views of the surrounding rural countryside. Views have a high susceptibility to change. These receptors have a **high** sensitivity to the proposed construction works.	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be dominant in the foreground and middle distance of views from this part of the route. Whilst push launching the viaduct section of the development is intended to reduce potential impact on the surrounding landscape, it is not possible to push launch the bridge section. Due to the weight and size of the elements required to construct the main spans over the river and the northern abutment, cranes and piling rigs are likely to be prominent and dynamic features in this view. Changes arising from the construction phase would be large scale, occupying a considerable proportion of views but would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **moderate to minor.**	**Moderate adverse**
VP2 [S] Dist. 30m Grid Ref: SH 7492 0198	Pedestrians and cyclists using NCN 8. Crossing the Millennium Bridge.	Open and slightly elevated view partially filtered through the tall feature railings to the bridge. The River Dyfi forms an attractive and dynamic focal point in the foreground and middle distance of this view. To the north, the steep wooded northern riverbank and hillside beyond contain and foreshorten the view. To the south, more open, 180° views extend over the fields to the east of the site. Cars using the A487 are partially and fleetingly visible, filtered through the deciduous riverside trees in winter.	Recreational route of national importance and high value. The route is well used by **walkers and cyclists** enjoying attractive views of the surrounding rural countryside. Views have a high susceptibility to change. These receptors have a **high** sensitivity to the proposed construction works.	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be dominant in the foreground and middle distance of this view. Due to the weight and size of the elements required to construct the main spans over the river and the northern abutment, cranes and piling rigs are likely to be prominent and dynamic features in this view. Changes arising from the construction phase would occupy a considerable proportion of the western and south-western part of this wide view, and would be at odds with its character. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **moderate to minor.**	**Moderate adverse**
VP3 [R] Dist. 5m	Road users on the A487 (R2).	View available to southbound driver and cyclists. To the east the view extends beyond the roadside hedgerow over fields laid to pasture to the hills around Bryn-Tudor. To the south views are foreshortened in the middle distance by the mature tree-lined north bank of the River Dyfi. In winter the suspension structure of the Millennium Bridge is just visible through leafless trees. The foreground of the view is dominated by the existing A487	This route is a busy trunk road through the southern edge of Snowdonia National Park (SNP). It is of National Importance and visual amenity is of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road on a bend. Southbound travellers would notice views opening out over the landscape to the east, having emerged from the heavy woodland cover, just to the north. Views to the south (in the direction of travel) and east are of medium susceptibility to change from construction activity. The sensitivity of these receptors is considered to be **moderate.**	Works to clear mature vegetation from the riverbank in the middle distance of this view would be visible. Once cleared, views would be available to the nearest and tallest element of the works to the bridge over the River Dyfi. Cranes and piling rigs would be visible as would earthworks and road works to create the junction in the foreground of the view. For the duration of the construction phase a construction compound would be visible beyond the roadside hedgerow to the left of the view.	**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
Grid Ref: SH 7453 0199	Cyclists on NCN 8.	Road and cycle path. The steep and partially wooded hillside to the northwest foreshortens views west and north.	**Cyclists** would be using the traffic-free roadside section of NCN 8. This is a nationally important route with views of high value. Cyclists would be travelling at slower speeds and with attention more likely to be focussed on views of the surrounding countryside. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	Changes arising from the construction phase would occupy a considerable proportion of this view, but only to the area within 300m of the viewpoint the visible construction works would be partially at odds with the character of this view. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **moderate to minor.**	**Moderate adverse**
	Single dwelling, at the Junction of A487 and B4404.	This property has similar, but more oblique and partial views focussed in an easterly direction over the Dyfi valley.	The visual amenity of **residents** in the property are considered to be of high value and of individual importance. The property faces east affording residents wide and attractive views over the Dyfi valley. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.	Parts of the northern construction compound, some traffic management works and occasional congested traffic may be obliquely and partially visible and could impact the visual amenity of residents in the garden to the rear of this property, but would be barely noticeable. Notably this property has no windows facing south or west. The magnitude of change to views as a result of the operational phase is judged to be **Negligible.**	**Slight adverse**
VP4 [R] Dist. 500m Grid Ref: SH 7546 0225	Users of a short length of the B4404 (R1) outside SNP.	An open and elevated view looking southwest from the B4404 adjacent to Glan-fechan. This is one of few glimpsed views through gaps in the roadside hedgerow. The foreground of this view is dominated by the roofs of the nearby farm buildings. In summer, intervening trees obscure views to most of the flat valley floor around the site. In winter however, the suspension structure of the Millennium Bridge and Dyfi Eco Park are partially visible filtered through intervening trees. The roofs of cars using the A487, just north of the site are visible over the adjacent hedgerow. The surrounding hills form a dramatic backdrop to the view.	Views of **road users** of the minor rural road (B4404) (R1) are of local importance and high value, but their susceptibility to change is medium due to their attention being focussed on the task of driving and the restricted nature of views out. Thus their sensitivity to changes in views is **moderate.**	**Road users** would experience occasional glimpsed open views of the northern end of the site, which would contain a considerable area of road works and a temporary construction compound which would be seen as a contrasting element occupying a small proportion of the wide views. The changes as a result of visible construction activities would be temporary, short term and reversible. The magnitude of change to the visual amenity of road users as a result of construction phase would be **minor.**	**Slight adverse**
	This view represents one available to Workers at Glan Fechan farm (A); and		**Farm workers** at Glan-fechan (A) are of individual to community value and are considered to be of low susceptibility to change due to the nature of their work not focussed on views of the surrounding countryside. Thus their sensitivity to changes in views is **low.**	Due to the **farm and dwelling** being sitting lower in the landscape than the view taken from the nearby road, the extent of visibility towards the site is very limited. Evergreen screen / shelter planting on the property's southwest edge would screen most views out. Those that are available in the direction of the site are foreshortened by more distant intervening belts of mature trees along the Afon Dulas and field boundaries. In winter the views towards the proposed construction compound and associated lighting would be partially and fleetingly visible from some locations on the property. The magnitude of change to the visual amenity of these receptors during construction would be **negligible.**	**Neutral to slight adverse**
	Residents In Glan Fechan Farm house (A).		The visual amenity of **residents** in the single dwelling (A) at Glan-fechan is of individual importance and of high value. The house is oriented northwest – southeast taking advantage of the views across the valley towards Garth and Dolguog Hall views in and around the property in all other directions are dominated by farm buildings. The susceptibility of these residents to changes in their south-westerly view is low. Thus their sensitivity to changes in views is **moderate.**		**Neutral to slight adverse**
VP5 [R] Dist. 230m Grid Ref: SH 7506 0184	Footpath users and anglers on the riverside PRoW (P5).	An open panoramic view looking west. The River Dyfi dominates the foreground and meanders gently northwest to pass under the Millennium Bridge seen as a prominent component in the middle distance of this view. The wooded hills of Foel Fridd and Foel Goch within SNP form a dramatic backdrop to the west and northwest. The view extends further along the flat rural River Dyfi valley floor to the southwest. Further south some rail buildings near the Dyfi Eco Park are partially visible beyond intervening trees and below the hills north of Machynlleth – Pen yr Allt.	This viewpoint is on the southeast edge of the SNP, the visual amenity of walkers and anglers using the route is considered to be of national importance and high value. With their recreational focus on enjoyment of the attractive rural setting, their susceptibility to change is considered to be high. Thus their sensitivity to changes in views is **high.**	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be visible in the middle distance of views from this part of the route. Whilst push launching the viaduct section of the development is intended to reduce potential impact on the surrounding landscape, it is not possible to push launch the bridge section. Due to the weight and size of the elements required to construct the main spans over the river and the northern abutment, cranes and piling rigs are likely to be prominent and dynamic features in this view. Changes arising from the construction phase would be medium scale, occupying a moderate proportion of views but would be temporary, short term and reversible. The magnitude of change to views would be **minor.**	**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
VP6 [R] Dist. 650m Grid Ref: SH 7546 0165	Passengers on the Cambrian Line scenic railway (T1) and Footpath users and anglers on the riverside PRoW (P5), which crosses the railway nearby.	One of three short (200-300m) lengths of the line without trackside vegetation obscuring views north. Where views north over the floodplain and towards the site are available, both the site and the Millennium Bridge are seen as small components in the distance, below the prominent backdrop of wooded hills to the northwest. The foreground is occupied by flat open fields with wood pole overhead lines adjacent to the track. The river is visible beyond the fields, further west along the line the next viewing opportunity is where track side vegetation has been displaced by industrial uses which locally dominates the foreground views.	Views available to **anglers, walkers and passengers** on the Cambrian Line in this rural landscape adjacent to and taking in the setting of the SNP are considered to be of national importance and are highly valued. All these receptors are considered likely to be at least partly focused on enjoying views of the surrounding countryside. The proximity to SNP raises expectations of the quality of views as does the scenic status of the Cambrian Line. The susceptibility of these receptors to changes in their views is high. Thus their sensitivity to changes in views is **high.**	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be partially visible in the distance from short lengths of the routes. Whilst push launching the viaduct section of the development is intended to reduce potential impact on the surrounding landscape, it is not possible to push launch the bridge section. Due to the weight and size of the elements required to construct the main spans over the river and the northern abutment, cranes and piling rigs are likely to be noticeable and dynamic features in this view. Changes arising from the construction phase would be small scale, occupying a small proportion of views and would be temporary, short term and reversible. The magnitude of change to views would be **negligible.**	**Slight adverse**
VP7 [S] Dist. 1.1km Grid Ref: SH 7613 0177	Hotel guests at the Plas Dolguog Hotel (B2).	The hotel and many of its bedrooms and communal rooms face north-northeast directly across the River Dyfi valley. This vista is distant an unobstructed, but framed by topography and mature vegetation restricting visibility either side. The foreground is occupied by the hotel's formal gardens with the middle ground comprising the flat valley floor and the backdrop of partially wooded hills at Foel-y-ffridd and Bryn-coch. The millennium Footbridge and the northern extents of the site are partially visible to the left of the vista.	Views from this **hotel** are of local community importance and are highly valued. The business relies at least in part on the quality of the views from its rooms and grounds. The susceptibility of this receptor to changes in visual amenity is high. Thus the sensitivity to changes in views is **moderate.**	The proposed construction works and compound would be largely screened from view by intervening trees. Some of the works to the bridge section over the River Dyfi and to the northern abutment would be visible as a very small component in the distance. In winter the views towards the proposed construction compound and associated lighting would be partially and fleetingly visible from some locations on the property. The magnitude of change to the visual amenity of these receptors during construction would be **negligible.**	**Neutral to slight adverse**
VP8 [R] Dist. 1.3km Grid Ref: SH 7401 0003	Walkers using the Wales Coast Footpath and Glyndwr's Way Long distance Recreational path	Partially open, elevated and distant vista overlooking the western end of Machynlleth and the River Dyfi valley. This and other more restricted views are only available to walkers and road users for very short lengths of each route. The flat and irregular field pattern of the valley floor occupy the middle distance and an attractive and eye-catching back drop is provided by the hills of SNP. The River Dyfi is visible meandering across the valley to the left of the view.	Views available to **walkers** using the designated long distance route are of national importance and high value. Walker's attention would be focussed to a considerable extent on the surrounding countryside and expectations on the quality of views along this way marked and publicised walk would be high. The susceptibility and thus overall sensitivity of these receptors to changes in their view is **high**.	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be partially visible in the distance. Elements of the construction phase that would not form art of the completed Scheme (which are assessed below in Table 2) would be barely perceptible as a small component within the context of the urban form of Machynlleth. The temporary construction compound proposed to the north of the Dyfi Eco Park would be partially visible as a tiny component in this view. The magnitude of change to this view would be **negligible**.	**Slight adverse**
	Road users on the unclassified nearby rural lane (R5).		The **road** is a minor unclassified country lane and is considered to be of high value and local importance. The more elevated section of this route (approximately 200m either side of the Viewpoint) offers attractive views of the surrounding countryside, otherwise views from lower more tree-lined sections are more fleeting. Road users' attention would be focused more on their journey along this single lane twisting road than on the surrounding views. The susceptibility of these receptors to change is medium. Thus the sensitivity to changes in views is **moderate.**		**Neutral to Slight adverse**
	Residents in two properties at Cae-Gybi Cottages. (K).		The visual amenity of **residents** in the properties are considered to be of high value and of individual importance. The properties face west-northwest affording residents and attractive rural views over the part of the Dyfi valley. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.		**Slight adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
VP9 **[S]** Dist. 50m Grid Ref: SH 7442 0128	Passengers using the Cambrian railway line at Machynlleth Station.	An elevated and open, but partly restricted view north from the southwest bound station platform above the bridge over the A487. The southern end of the site is visible in the middle distance with the A487 leading north to the existing Pont ar Ddyfi just visible in the distance below the line of white cottages at Pen-y-bont. The middle ground is obscured by the Dyfi Eco Park to the right of the view and trackside trees to the left. The distant backdrop is formed by the wooded hill side of Foel-y-ffridd.	In this urban edge location, adjacent to and taking in the rural setting of the SNP, views available to **rail passengers** on the Cambrian Line are considered to be of national importance and are highly valued. All these receptors are considered likely to be partly focused on enjoying views of the surrounding countryside. The proximity to NSP raises expectations of the quality of views as does the scenic status of the Cambrian Line, but the urban context of the station counters that expectation. The susceptibility of these receptors to changes in their views is medium. Thus their sensitivity to changes in views is **moderate to high.**	Construction activities including vegetation clearance, earthworks and roadworks to the new road the existing road and drainage outlets, would be prominent in the foreground and middle distance of this view. As part of the construction of the southern end of the viaduct section of the Scheme, piling rigs and cranes are likely to be prominent and dynamic features in this view. These changes would be seen in the context of the existing road, the adjacent built form of the Dyfi Eco Park and that associated with the railway station in the foreground. Changes arising from the construction phase would occupy a moderate proportion of the middle part of this wide view, and would contrast slightly with its character. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **minor.**	**Slight to Moderate adverse**
VP10 [R] Dist. 5m Grid Ref: SH 7444 0141	Road users on the A487.	Looking west and northwest from the entrance to the Dyfi Eco Park, the foreground is dominated by the existing A487 and associated infrastructure including railings, flood gates, and post-mounted road lighting. The middle distance is occupied by the open fields across the flat valley floor leading to the River Dyfi. The distant hills of SNP provide a dramatic backdrop to the view. A single dwelling at Penrhyn Dyfi is visible at the bottom of the hillside in the distance. The tree in the foreground to the right of the view is one of a stand of several forming a belt of woodland containing the west edge of the Dyfi Eco Park.	The visual amenity of road users on the busy A487 trunk road on the northern edge of Machynlleth and approaching the southern edge of SNP, is of national importance and of medium value. **Driver's** attention would be focused on the task of driving along this fast section of road. Northbound travellers would notice views opening out over the landscape to the west, having emerged from under the railway bridge on the north edge of Machynlleth just to the south. Views are of medium susceptibility to change as a result of construction activity. The sensitivity of these receptors is considered to be **moderate.**	Construction activities including vegetation clearance, earthworks and roadworks to the new road and the existing road, would be dominant in the foreground and middle distance of this view. The nearby trees to the right of the view would be removed as part of the works which would open views up to more of the works. As part of the construction of the southern end of the viaduct section of the Scheme, piling rigs and cranes are likely to be prominent and dynamic features in this view. These changes would be seen in the context of the existing road and the adjacent built form of the Dyfi Eco Park. Changes arising from the construction phase would occupy a large proportion of this view, and would contrast with its character. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **moderate to minor.**	**Slight to moderate adverse**
	Workers and visitors to the Dyfi Eco Park.		Views available to **workers and visitors** to the Eco Park with this and other similar views out of the site are considered to be of medium importance and local value and to be of low susceptibility to the proposed construction works as a result of their urban, industrial and commercial surroundings. The sensitivity or their visual amenity is considered to be **low**.		**Slight adverse**
	Residents in the single private dwelling on the west edge of the Eco Park.		**Residents** in the single private dwelling adjacent to the Eco Park entrance are of individual importance and of high value. Similarly their views are considered to be of low susceptibility to the proposed construction works as a result of their urban, industrial and commercial surroundings. The sensitivity of these residents to changes in their visual amenity is **moderate**.		**Slight to moderate adverse**
VP 11 [R] Dist. 0m Grid Ref:	Drivers using the A487.	Looking east and northeast from the point on the existing A487 at which the proposed new road converge with it. The foreground is dominated by the existing road and the railings and fragmented and varied roadside vegetation along it. Small areas of the valley floor fields and some of the overgrown hedgerows dividing these fields are visible between gaps in intervening vegetation. The distant backdrop is formed by the hills of Foel-y-ffridd and Bryn-	The visual amenity of road users on the busy A487 trunk road just north of Machynlleth and approaching the southern edge of SNP, is of national importance and of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road. Northbound travellers would notice the surrounding scenery suddenly becoming rural as they travel out of Machynlleth and past the Eco Park. Views are of medium susceptibility to change. The sensitivity of these receptors is considered to be **moderate.**	Construction activities including vegetation clearance, earthworks and roadworks to the new road and the existing road, would be dominant in the foreground and middle distance of this view. The exact location of this viewpoint might change slightly as a result of temporary diversions to accommodate the construction works. The nearby roadside vegetation would be removed as part of the works which would open views up to more of the works in the fields beyond. As part of the construction of the southern end of the viaduct section of the Scheme, piling rigs and cranes are likely to be prominent and dynamic features in this view. These	**Moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
SH 7442 0154	Cyclists and pedestrians using NCN 8 and 82 and the Wales Coast Path.	coch. A wooden pole mounted electricity line passes directly overhead.	**Cyclists and pedestrians** would use the traffic-free roadside path which forms part of NCN 8 and 82 and the Wales Coast Path. These are nationally important routes with views of high value. Cyclists travelling at slower speeds and with attention more likely to be focussed on views of the surrounding countryside, but would be constantly aware of the detracting presence of the adjacent trunk road and their proximity to Machynlleth and the Eco Park. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	changes would be seen in the context of the existing road, the adjacent built form of the Dyfi Eco Park. Changes arising from the construction phase would occupy a large proportion of this view, and would contrast with its character. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **moderate.**	**Moderate to large adverse**
VP 12 [R] Dist.0m Grid Ref**:** SH 7439 0169	Drivers using the A487.	Looking east from the existing A487. The foreground is dominated by the existing road and the railings and intact clipped roadside hedgerow along it. The valley floor fields and the nearest overgrown hedgerows dividing them are visible over the intervening hedge. Looking along the length of the Dyfi valley, the distant backdrop is formed by the very distant hills of Mynydd y Cemmaes. The valley sides, formed by Pen yr Allt to the south and Bryn-coch to the northeast, foreshorten views to the right and left respectively. Another wooden pole mounted electricity line passes overhead to the right.	The visual amenity of road users on the busy A487 trunk road just north of Machynlleth and on the southern edge of SNP, is of national importance and of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road. Northbound travellers would notice the surrounding scenery having become more rural as they travelled out of Machynlleth and past the Eco Park. Views are of medium susceptibility to change. The sensitivity of these receptors is considered to be **moderate.**	Construction activities including vegetation clearance, earthworks and roadworks to the new road and the existing road, would be dominant in the foreground and middle distance of this view. The exact location of this viewpoint might change slightly as a result of temporary diversions to accommodate the construction works. As part of the construction of the southern end of the viaduct section of the Scheme, piling rigs and cranes are likely to be prominent and dynamic features in this view. These changes would be seen in the context of the existing road, the nearby built form of the Dyfi Eco Park. Changes arising from the construction phase would occupy a moderate proportion of this view, and would contrast with its character. However the changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in Table 2 below are judged to be **minor.**	**Slight adverse**
	Cyclists and pedestrians using NCN 8 and 82 and the Wales Coastal Path.		**Cyclists and pedestrians** would use the traffic-free roadside path which forms part of NCN 8 and 82 and the Wales Coast Path. These are nationally important routes with views of high value. Cyclists travelling at slower speeds and with attention more likely to be focussed on views of the surrounding countryside, but in this location would be constantly aware of the detracting presence of the adjacent trunk road and their proximity to Machynlleth and the Eco Park. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.		**Slight to moderate adverse**
VP 13 [R] Dist. 0m Grid Ref: SH 7441 0191	Drivers using the A487 (R4) on the Pont ar Ddyfi.	Looking east and northeast from the A487 as it crosses the River Dyfi on the Pont ar Ddyfi. The foreground is dominated by the existing road and the bridge's masonry parapet wall. The river under the bridge is the focal point of this view leading the eye into the middle distance of the view. Fields and their overgrown dividing hedgerows with mature trees are visible in the middle distance. This intervening vegetation obscures much of the site from view. The Millennium Bridge and the adjacent site of the proposed river crossing is not visible in summer but would be partly visible through the riverside trees in winter. Distant hills of Pen yr Allt and Bryn-Tudor form the skyline between and above the intervening trees. A wooden pole mounted electricity line crosses the middle distance.	The visual amenity of road users on the busy A487 trunk road just north of Machynlleth and approaching the southern edge of SNP, is of national importance and of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road. Views are of medium susceptibility to change. The sensitivity of these receptors is considered to be **moderate.**	Construction activities including vegetation clearance, earthworks and roadworks to the new road and to the existing A487 south of the Pont Ar Ddyfi, would be partially visible as small components in the middle distance of views from these houses. As part of the construction of the southern end of the viaduct section of the development, piling rigs and cranes are likely to be noticeable and dynamic features in this view. These changes would be seen in the context of the existing road and the adjacent built form of the Dyfi Eco Park. Changes arising from these aspects of the construction phase would occupy a small and middle distant proportion of these views, and would contrast slightly with their character. Construction activities associated with the de-trunking of the Pont Ar Dyfi would include minor works to the road surface and kerb lines to reconfigure the junction at its northern end. Some minor improvement works to underground surface water drains near Pen-y-bont would be visible. These works would be seen at close quarters and would potentially dominate views but only for a short period of time towards the end of the construction phase. All of the above changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **minor.**	**Slight adverse**
	Cyclists and pedestrians using the A487 (R4), NCN 8 and 82 and the Wales Coast Path on the Pont ar Ddyfi and people enjoying the visual setting of the Scheduled and Listed Pont ar Ddyfi.		The visual amenity of People enjoying the visual setting of this listed and Scheduled **historic asset** and **Cyclists and pedestrians** using NCN 8 and 82 and the Wales Coast Path is nationally important with views of high value. People crossing this bridge have to use the carriageway due to the restricted width of the bridge. These. People, travelling at slower speeds that the traffic, would have their attention divided between views of the surrounding countryside and being constantly aware of the detracting presence of the trunk road and the dangers of crossing the narrow bridge. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.		**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
	Residents in nearby properties (D, E and F) and people enjoying the visual settings of the nearby Listed Buildings at Pen-y-bont.		The visual amenity of **residents** in the 9 properties at Pen-y-bont on the north side of the bridge and people enjoying views to and from these **Listed buildings** is considered to be of high value and of individual importance in the case of residents and national importance in the case of Listed Buildings. All of the properties currently have views dominated by the existing road at close quarters. The two properties on the north bank of the river, immediately to the east of the Pont ar Ddyfi, also have open southerly views which are not degraded by the existing road. The susceptibility of these receptors to changes in their views is medium. The sensitivity of these residential receptors is assessed as **moderate to high.**		**Slight to moderate adverse**
VP 14 [S] Dist. 250m Grid Ref: SH 7451 0199	Residents in a property off the A487 to the east of Pen-y-bont.	From this elevated south facing view overlooking the valley, the foreground is dominated by the existing road and its roadside vegetation. The river is just visible beyond the intervening vegetation. Fields and their overgrown dividing hedgerows with mature trees are visible in the middle distance. This intervening vegetation obscures much of the site from view. The distant hills of Pen yr Allt form the skyline between and above the intervening trees. A wooden pole mounted overhead cable cross the view in the foreground.	The visual amenity of **residents** in the property are considered to be of high value and of individual importance. The foreground of the southerly view is dominated and restricted by the existing roadside vegetation at close quarters. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.	Construction activities including vegetation clearance, earthworks and roadworks to the new road and to the existing A487 south of the Pont ar Ddyfi, would be partially visible as small components in the middle distance of views from these houses. As part of the construction of the southern end of the viaduct section of the development, piling rigs and cranes are likely to be noticeable and dynamic features in this view. These changes would be seen in the context of the existing road and the adjacent built form of the Dyfi Eco Park. Changes arising from these aspects of the construction phase would occupy a small and middle distant proportion of this view, and would contrast with its character. The above changes would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **negligible.**	**Slight adverse**
VP 15 [R] Dist. 300m Grid Ref: SH 7411 0179	Footpath users and anglers on the riverside PRoW (P5).	An open panoramic view looking east-southeast. The River Dyfi dominates the foreground and to the left of the view. The foreground elsewhere and the middle distance of the view is dominated by open fields laid to pasture. The wooded hills of Pen yr Allt and Bryn Tudor form a distant back drop to the southeast and the view extends further along the flat rural River Dyfi valley floor to the east. The Dyfi Eco Park and the rail buildings around Machynlleth Station are partially visible above intervening hedgerows and trees below Pen yr Allt.	This viewpoint is on the southeast edge of the SNP, the visual amenity of **walkers and anglers** using the route is considered to be of national importance and high value. With their recreational focus on enjoyment of the attractive rural setting, their susceptibility to change is considered to be high. Thus their sensitivity to changes in views is **high.**	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be barely visible in the distance of views from this part of the route. Cranes and piling rigs are likely to be noticeable and dynamic features in this view. The relatively minor and short-term works associated with the downgrading and tying in of the existing A487 across the valley would be visible in the middle distance. Changes arising from the construction phase would be medium scale, occupying a moderate proportion of views but would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **negligible.**	**Slight to moderate adverse**
VP 16 [R] Dist. 450m	Road users on the A487 (R3)	The foreground of this view is dominated by the road and roadside post and wire fence through which the nearest field leads down to the tree-lined River Dyfi. The river is partially and fleetingly visible in the middle distance of the view. Beyond the river and through gaps in the intervening mature trees, the fields of the valley floor are visible leading to the distant hills north and northeast of Machynlleth. The site is partially visible as a tiny component in the middle to distant part of this view.	This route is a busy trunk road through the southern edge of SNP. It is of national importance and visual amenity is of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road on a bend. Eastbound travellers may notice glimpsed and partial views of the river to the southeast. Views to the south and east are of medium susceptibility to change from construction activity. The sensitivity of these receptors is considered to be **moderate.**	The most visible part of the Scheme and construction works to the new viaduct and the river crossing would not be visible from this viewpoint. The works associated with construction of the southern embankment and tie-in and with the downgrading of the existing A487 would be partially visible against the backdrop of built form at the Dyfi Eco Park and nearby rail infrastructure. Construction work would be seen as glimpsed, distant components and would be barely noticeable in wider views. Changes arising from the construction phase would be medium scale, occupying a moderate proportion of views but would be temporary, short term and reversible. The magnitude of change to views as a result of the	**Neutral to sight adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Construction	Effect at Winter during construction Year
Grid Ref: SH 7395 0171	Cyclists on NCN 8.		**Cyclists** would be using this on-road section of NCN 8. This is a nationally important route with views of high value. Cyclists travelling at slower speeds would have their attention divided between views of the surrounding countryside, and the task of travelling along a fast road. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	construction phase over and above those assessed in table 2 below are judged to be **negligible.**	**Slight adverse**
	Residents of the dwelling at Penrhyn Dyfi and people enjoying the visual settings of the nearby Listed Buildings at Penrhyn Dyfi.		The visual amenity of **residents** in the property and people enjoying views to and from the nearby **Listed buildings** is considered to be of high value and of individual importance in the case of residents and national importance in the case of Listed Buildings. The foreground of the southerly view is dominated and restricted by the existing roadside vegetation at close quarters. The front elevation of the property faces southeast towards Machynlleth. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.		**Slight adverse**
VP 17 [S] Dist. 500m Grid Ref: SH 7395 0190	Users of the Wales Coast Path, the nearby Open Access Land at Foel-y-ffridd (two residential properties accessed via this road do not have views of the relevant part of the valley).	The foreground of this elevated view southeast over the valley is occupied by the lane and the adjacent post and wire mesh fence. The land drops away steeply down to the river, with only a stand of mature trees and the dwelling at Penrhyn Dyfi interrupting the view of the River Dyfi. Beyond the river, middle distant views extend over the flat open fields of the floodplain, with occasional mature hedgerow trees interrupting the otherwise regular filed pattern. Dyfi Eco Park and the railway station built form is visible below Pen yr Allt and the western extent of Machynlleth seen beyond. The Wooded hills south of Machynlleth and around Penegoes form the distant backdrop.	The visual amenity of **walkers** using the nationally designated Wales Coast Path within SNP is of high value. This is one of the first local views along the route overlooking and approaching the valley crossing point towards Machynlleth. The susceptibility to changes in visual amenity of these receptors is high. These receptors are considered to be **highly** sensitive.	The works associated with construction of the southern half of the viaduct and the southern embankment and tie-in would be visible in the middle distance of this view. Works associated with the downgrading of the nearer existing A487 would be visible. The works would be seen in the context of the backdrop of built form at the Dyfi Eco Park and nearby rail infrastructure. Construction works would be seen as minor middle distant components and would be noticeable in wider views. Changes arising from the construction phase would be medium scale, occupying a moderate proportion of views but would be temporary, short term and reversible. The magnitude of change to views as a result of the construction phase over and above those assessed in table 2 below are judged to be **minor.**	**Slight to moderate adverse**
VP 18 [S] Dist. 3.5km Grid Ref: SN 7185 9893	People using the PRoW in Open Access Land at Mynydd Cynffyrch above Derwenlas.	This open elevated view overlooks the Dyfi valley north of Machynlleth from a distance. The foreground is occupied by the intervening hillside which drops steeply down to Derwenlas on the A487. The middle distance comprises the Dyfi valley surrounded on all sides in this view by the surrounding hills. The northwest edge of Machynlleth and the Dyfi Eco Park are seen to the right of the valley. The River Dyfi and the Cambrian Railway Line are visible making their way across the valley floor. The view extends northeast to Bryn coch with a backdrop of more distant hills.	Views available to **walkers** using the PRoW and Open Access Land are of local importance and high value. Walker's attention would be focussed to a considerable extent on the surrounding countryside and expectations on the quality of views along this route would be high. The view currently contains the railway line and built form at Machynlleth. The susceptibility and thus overall sensitivity of these receptors to changes in their view is **high**.	Construction activities including vegetation clearance, earthworks and erecting of the piers, northern abutment and bridge deck would be partially visible in the distance of this wide open view. Elements of the construction phase, which would not form part of the completed Scheme assessed below in Table 2, would be barely perceptible as a small component within the context of the existing built form and infrastructure visible. The temporary construction compound proposed to the north of the Dyfi Eco Park would be partially visible as a tiny component in this view. The magnitude of change to this view would be **negligible.**	**Slight adverse**

Visual Assessment Table – Operation

Key
Dist. = Distance to nearest part of the Scheme
Receptor category = [R] – Representative, [S] – Specific, [I] – Illustrative
Grid Ref = Accurate grid reference for the viewpoint
Sensitivity = (High, Moderate, Low) Refer to criteria tables in Chapter 8
Nature of Change = Magnitude (, Major, Moderate, Minor, Negligible, No Change), Permanent/Temporary (short-term: 5yrs, medium term: 5-15 yrs, long term: >15yrs), Reversible/ Irreversible. Refer to criteria tables in Chapter 8

Table 2 assessment of visual effects arising from the operational phase

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP 1 [R] Dist. 40m Grid Ref: SH 7479 0194	This view is representative of those available to pedestrians and cyclists using the footpath (P5) and NCN 8 on the southern bank of the River Dyfi.	Open view looking east north-east the recreational path and surrounding fields occupy the foreground with the River Dyfi, visible through intervening vegetation, to the left of the view. The river provides a focal point as it approaches the Millennium Bridge in the middle distance. To the north, the steep wooded northern riverbank and hillside beyond contain and foreshorten the view. To the south, more open, 180° views extend over the fields to the rising ground at Pen yr Allt.	Recreational route of national importance and high value within the SNP. The route is well used by **walkers, anglers and cyclists** enjoying attractive views of the surrounding rural countryside. Views have a high susceptibility to change. These receptors have a **high** sensitivity to the proposed Scheme.	The Scheme including the viaduct, northern abutment and bridge section would be dominant in the foreground and middle distance of views from this part of the route. At ground level, the viaduct and bridge would be visually permeable with approximately 5-10% of the view occupied by the vertical piers (depending on the angle of view). The structure would be a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. The viaduct section would be 3.2m from the bottom of the steel girders to the top of the guard railing. The existing views would not be obscured but would be interrupted and framed by the structure, which would be dominant and would break the skyline. Changes to views arising from the Scheme would be medium to large in scale, occupying a considerable proportion of views and would be permanent and irreversible. The magnitude of change to views as a result of the operational phase is judged to be **major.**	**Very large adverse**	The river banks would receive landscape mitigation here to improve the setting of the river and the bridge section of the Scheme. Proposed willow scrub along the back of the existing shingle beach and feathered crack willow tree planting along the river bank. This planting has two purposes. Firstly to stabilise the river bank against erosion and to soften and partially obscure close views of the bridge piers and help assimilate the structure into the riparian setting. On the far (northern) side of the river, the steep retained river bank would be planted with willow scrub. Again this planting has several functions; to stabilise the steep bank, to encourage bats to pass under the bridge rather than over it and to soften views of the northern bridge abutment. The northern abutment is proposed to be clad in coursed slate stone to improve its aesthetic appearance, more in keeping with the local vernacular. Further south as the viaduct passes over fields, re-stitching of the field boundaries with fencing continuing under the viaduct and hedgerow and tree planting either side to repair the landscape would replace lost vegetation, retain the field pattern and help integrate the Scheme into the landscape. Whilst it is anticipated that these measures would do little to screen and reduce the scale of the change to these views, they would reduce the contrast of the new structure with its riparian setting and help integrate it into the landscape. As it matures, this planting would have a slight mitigating effect, reducing the magnitude of change from major to **moderate/major**. This would reduce the level of visual residual effect on users of this route to one of large adverse significance. Thus the magnitude of change would be reduced slightly to the lower end of the major category.	**Large adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP2 [S] Dist. 30m Grid Ref: SH 7492 0198	Pedestrians and cyclists using NCN 8. Crossing the Millennium Bridge.	Open and slightly elevated view partially filtered through the tall feature railings to the bridge. The River Dyfi forms an attractive and dynamic focal point in the foreground and middle distance of this view. To the north, the steep wooded northern riverbank and hillside beyond contain and foreshorten the view. To the south, more open, 180° views extend over the fields to the east of the site. Cars using the A487 are partially and fleetingly visible, filtered through the deciduous riverside trees in winter.	Recreational route of national importance and high value within SNP. The route is well used by **walkers and cyclists** enjoying attractive views of the surrounding rural countryside. Views have a high susceptibility to change. These receptors have a **high** sensitivity to the proposed Scheme.	The proposed Scheme, in particular the section of the bridge over the river Dyfi, would be dominant in the foreground and middle distance of views from this location. The bridge would be seen at close range and would occupy a very large proportion of the view. The bridge section would be seen side on as a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. At its deepest it would be 4.7m from the bottom of the steel girders to the top of the guard railing. The existing views to the west would be interrupted and foreshortened by the structure. Changes to views arising from the Scheme would be large scale, occupying a large proportion of the view west and southwest and would be permanent and irreversible. The magnitude of change to views as a result of the operational phase is judged to be **major.**	**Very large adverse**	As for Viewpoint 1 above, the landscape mitigation at the river banks is intended to improve the setting of the river and the bridge section of the Scheme. A stand of willow scrub is proposed along the back of the existing shingle beach and feathered crack willow tree planting along the river bank. This planting has two purposes. Firstly to stabilise the river bank against erosion, and to soften and partially obscure close views of the bridge piers and help assimilate the structure into the riparian setting. On the northern side of the river, the steep retained river bank would be planted with willow scrub and feathered crack willow trees. Again this planting has several functions; to stabilise the steep bank, to encourage bats to pass under the bridge rather than over it and to soften views of the northern bridge abutment. The cattle underpass in front of the abutment has been designed to have an agricultural feel with an un-edged concrete track and timber post and fencing. The northern abutment wall would be clad in coursed slate stone to improve its aesthetic appearance, more in keeping with the local vernacular. Whilst it is anticipated that these measures would do little to reduce the scale of the change to such views they would reduce the contrast of the new structure with its riparian setting and help integrate it into the landscape. As it matures, this proposed planting would have a slight mitigating effect, bringing the magnitude of change down from major to **moderate/major**. This would reduce the level of residual visual effect to one of large adverse significance.	**Large adverse**
VP3 [R] Dist. 5m Grid Ref: SH 7453 0199	Road users on the A487 (R2).	View available to southbound drivers and cyclists. To the east the view extends beyond the roadside hedgerow over fields laid to pasture to the hills around Bryn-Tudor. To the south views are foreshortened in the middle distance by the mature tree-lined north bank of the River Dyfi. In winter the suspension structure of the Millennium Bridge is just visible through leafless trees. The foreground of the view is dominated by the existing A487 road and cycle path. The steep and partially wooded hillside to the northwest foreshortens views west and north.	This route is a busy trunk road through the southern edge of the SNP. It is of national importance and visual amenity is of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road on a bend. Southbound travellers would notice views opening out over the landscape to the east, having emerged from the heavy woodland cover, just to the north. Views to the south (in the direction of travel) and east are of medium susceptibility to change from the proposed Scheme. The sensitivity of these receptors is considered to be **moderate.**	The proposed Scheme, in particular the road to the north of the bridge and the new junction arrangement with the A439 would be visible in the middle distance, towards the right of the view. The existing A487 would be seen to continue in a straight line over the River Dyfi, through a new gap in the mature riverside vegetation. Slightly more of the view would be occupied by road infrastructure than is currently seen. An additional right turn lane would widen the road locally to three lanes. Changes to views arising from the Scheme would be slight in scale, resulting in a perceptible permanent and irreversible change to the proportion of the view occupied by built form. The magnitude of change to views as a result of the operational phase is judged to be **moderate to minor.**	**Slight to moderate adverse**	Landscape mitigation measures have been proposed in the form of native tree hedgerow and shrub planting around the northern junction. The disturbed river bank either side of the northern abutment of the new bridge would be planted with replacement native scrub and deciduous tree planting. This is intended to re-form the mature tree line along the river dividing the floodplain to the south from the northern slopes to the north. This is complemented by the introduction of a continuous mixed native hedges behind the southbound verge, and to the top of cuttings to the north and west of the proposed new junction. These would tie back into the existing boundaries and be maintained at a height of 1.5m. This proposed planting would help to integrate the development into the surrounding landscape and to mitigate for the loss of vegetation from construction works. Wild flower seeding to the large open areas and cuttings, behind close mown verges, would maintain forward visibility whilst providing valuable habitat for invertebrates and improving visual amenity for road users cyclists and pedestrians. As a landscape feature demarking the gateway to Snowdonia National Park, a small stand of specimen native oak trees is proposed immediately to the north of the northern junction with the A493. This would be set within a native lowland wildflower meadow and an area of mixed native bulb planting immediately under the trees. These measures would improve the aesthetic of the Scheme around the northern junction, replace trees lost during construction and integrate the scheme into the landscape. Over time as they establish, they would reduce the magnitude of change to **minor**. Correspondingly, the level of residual visual effect significance would reduce as set out in the column to the right.	**Slight adverse**
	Cyclists on NCN 8.		**Cyclists** would be using the traffic-free roadside section of NCN 8. This is a nationally important route with views of high value. Cyclists travelling at slower speeds would be more likely focussed on views of the surrounding countryside. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.		**Moderate adverse**		**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
	Single dwelling, at the Junction of A487 and B4404	This property has similar, but more oblique and partial views focussed in an easterly direction over the Dyfi valley.	The visual amenity of **residents** in the property are considered to be of high value and of individual importance. The property faces east affording residents wide and attractive views over the Dyfi valley. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.	Very slight alterations to the road layout and some new highways signage to the south and west of the property may be obliquely and partially visible from the garden to the rear of this property. Notably this property has no windows facing south or west. The magnitude of change to views as a result of the operational phase is judged to be **Negligible.**	**Slight**	The residents would benefit, to a limited extend, from the general improvements to visual amenity and Scheme integration, but this would not reduce the already negligible magnitude of change.	**Slight**
VP4 [R] Dist. 500m Grid Ref: SH 7546 0225	This view represents one available to users of a short length of the B4404 (R1) outside SNP.	An open and elevated view looking southwest from the B4404 adjacent to Glan-fechan. This is one of few glimpsed views through gaps in the roadside hedgerow. The foreground of this view is dominated by the roofs of the nearby farm buildings. In summer, intervening trees obscure views to most of the flat valley floor around the site. In winter however, the suspension structure of the Millennium Bridge and Dyfi Eco Park are partially visible filtered through intervening trees. The roofs of cars using the A487, just north of the site are visible over the adjacent hedgerow. The surrounding hills form a dramatic backdrop to the view.	Views of **road users** of the minor rural road (B4404) (R1) are of local importance and high value, but their susceptibility to change is medium due to their attention being focussed on the task of driving and the restricted nature of views out. Thus their sensitivity to changes in views is **moderate.**	Road users would experience occasional glimpsed open views of the northern end of the site, which would contain a larger area of new road, however due to the intervening distance this would occupy a small proportion of the wide views. The existing intervening hedge and woodland block would be protected and retained. The changes as a result of the Scheme would be minor in scale, permanent and irreversible. The magnitude of change to views as a result of the operational phase are judged to be **minor.**	**Slight adverse**	Landscape mitigation measures have been proposed in the form of native tree and shrub planting is proposed along the embankments on either side of the new road approaching the northern end of the bridge. This is complemented by the introduction of a continuous mixed native hedges behind the southbound verge, and to the top of cuttings to the north and west of the proposed new junction. These would tie back into the existing boundaries and be maintained at a height of 1.5m. This proposed structure planting would help to visually break up and contain the length and linearity of the proposed Scheme integrating it into the surrounding landscape when seen from this more distant location. It would also mitigate for the loss of vegetation from construction works. Given time for the proposed vegetation to establish and mature it is likely that the already restricted views of the development would be further reduced, but will remain classified as a **negligible** magnitude of change in the case of the more elevated views from the road. In turn the level of residual visual effect significance on these receptors would reduce as set out in the column to the right.	**Neutral to slight adverse**
	Workers at the farm (A).		**Farm workers** at Glan-fechan (A) are of individual to community value and are considered to be of low susceptibility to change due to the nature of their work not focussed on views of the surrounding countryside. Thus their sensitivity to changes in views is **low.**	Due to the farm and dwelling being sitting lower in the landscape than the view taken from the nearby road, the extent of visibility towards the site is very limited. Evergreen screen / shelter planting on the property's southwest edge would screen most views out to the west. Those that are available in the direction of the site are interrupted by the middle distant belt of mature trees along the Afon Dulas and field boundaries. In winter the views towards the Scheme would be partially and glimpsed from some locations on the property. The magnitude of change to the visual amenity of these receptors during operation would be **negligible.**	**Neutral to slight adverse**		**Neutral to slight adverse**
	Residents at the farm (A).		The visual amenity of **residents** in the single dwelling (A) at Glan-fechan is of individual importance and of high value. The house is oriented northwest – southeast taking advantage of the views across the valley towards Garth and Dolguog Hall views in and around the property in all other directions are dominated by farm buildings. The susceptibility of these residents to changes in their south-westerly view is low. Thus their sensitivity to changes in views is **moderate.**		**Neutral to slight adverse**		**Neutral to slight adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP5 [R] Dist. 230m Grid Ref: SH 7506 0184	Footpath users and anglers on the riverside PRoW (P5).	An open panoramic view looking west. The River Dyfi dominates the foreground and meanders gently northwest to pass under the Millennium Bridge seen as a prominent component in the middle distance of this view. The wooded hills of Foel-y-Ffridd and Foel Goch within SNP form a dramatic backdrop to the west and northwest. The view extends further along the flat rural River Dyfi valley floor to the southwest. Further south some rail buildings near the Dyfi Eco Park are partially visible beyond intervening trees and below the hills north of Machynlleth – Pen yr Allt.	This viewpoint is on the southeast edge of the SNP, the visual amenity of walkers and anglers using the route is considered to be of national importance and high value. With their recreational focus on enjoyment of the attractive rural setting, their susceptibility to change is considered to be high. Thus their sensitivity to changes in views is **high.**	The Scheme including the viaduct, northern abutment and bridge section would be prominent in the middle distance of views from this part of the PRoW. At ground level, the viaduct and bridge would be visually permeable with approximately 5-10% of the view occupied by the vertical piers (depending on the angle of view). The structure would be a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. The viaduct would be 3.2m from the bottom of the steel girders to the top of the guard railing. The Scheme would occupy a small proportion of the view seen side on as a strong line across the bottom of the tree line beyond the Millennium Bridge. The Scheme would result in a noticeable deterioration of the view and would be permanent and irreversible. The magnitude of change to views as a result of the operational phase is judged to be **moderate.**	**Moderate to large adverse**	Proposed tree, hedgerow and scrub planting around the northern abutment and river banks would help to integrate the new bridge into the landscape over time as it establishes. In particular the proposed planting to the northern river bank in front of the proposed bridge abutment and cattle underpass would soften and partially obscure views of these hard engineered structures. Further south to the left of this view, there is little scope for planting alongside the viaduct as this would contrast with the character and function of the floodplain landscape. However, as the viaduct passes over field boundaries in the middle distance, fencing continuing under the viaduct and new hedgerow and tree planting proposed along existing field boundaries, is intended to repair the landscape either side of the Scheme. This would also would replace lost vegetation, retain the field pattern and help integrate the Scheme into the landscape. As it matures, this planting would have a slight mitigating effect, reducing the magnitude of change from moderate to **minor/moderate**. This would correspondingly reduce the level of visual residual effect on users of this route to one of moderate adverse significance.	**Moderate adverse**
VP6 [R] Dist. 650m Grid Ref: SH 7546 0165	Passengers on the Cambrian Line scenic railway (T1) and footpath users and anglers on the riverside PRoW (P5), which crosses the railway nearby.	One of three short (200-300m) lengths of the line without trackside vegetation obscuring views north. Where views north over the floodplain towards the site are available, the site and the Millennium Bridge are seen as small components in the distance below the prominent backdrop of wooded hills to the northwest. The foreground is occupied by flat open fields with wood pole overhead lines adjacent to the track. The river is visible beyond the fields, further west along the line the next viewing opportunity is where track side vegetation has been displaced by industrial uses which locally dominates the foreground views.	Views available to **anglers, walkers and passengers** on the Cambrian Line in this rural landscape adjacent to and taking in the setting of the SNP are considered to be of national importance and are highly valued. All these receptors are considered likely to be at least partly focused on enjoying views of the surrounding countryside. The proximity to SNP raises expectations of the quality of views as does the scenic status of the Cambrian Line. The susceptibility of these receptors to changes in their views is high. Thus their sensitivity to changes in views is **high.**	The Scheme including the viaduct, northern abutment and bridge section would be just noticeable in the distance of views from this location. The structure would be a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. The viaduct would be 3.2m from the bottom of the steel girders to the top of the guard railing. The Scheme would occupy a small proportion of the view, but would contrast with the rural landscape and wooded hills beyond. The change would be permanent and irreversible resulting in a perceptible alteration of the view, but would not alter the overall balance of features in it. The magnitude of change to views from this location as a result of the operational phase is judged to be **minor to moderate.**	**Moderate adverse**	Proposed tree, hedgerow and scrub planting around the northern abutment and river banks would help to integrate the new bridge into the landscape over time as it establishes. In particular the proposed planting to the northern river bank in front of the proposed bridge abutment and cattle underpass would soften and partially obscure views of these hard engineered structures. Further south to the left of this view, there is little scope for planting alongside the viaduct as this would contrast with the character and function of the floodplain landscape. However, as the viaduct passes over field boundaries in the middle distance, fencing continuing under the viaduct and new hedgerow and tree planting proposed along existing field boundaries, is intended to repair the landscape either side of the Scheme. This would also would replace lost vegetation, retain the field pattern and help integrate the Scheme into the landscape. As it matures, this planting would have a slight mitigating effect, reducing the magnitude of change from minor/moderate to **minor**. This would correspondingly reduce the level of visual residual effect on users of this route to one of slight/moderate adverse significance.	**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP7 [S] Dist. 1.1km Grid Ref: SH 7613 0177	Hotel guests at the Plas Dolguog Hotel (B2).	The hotel and many of its bedrooms and communal rooms face north-northeast directly across the River Dyfi valley. This vista is distant an unobstructed, but framed by topography and mature vegetation restricting visibility either side. The foreground is occupied by the hotel's formal gardens with the middle ground comprising the flat valley floor and the backdrop of partially wooded hills at Foel-y-ffridd and Bryn-coch. The Millennium Bridge and the northern extents of the site are partially visible to the left of the vista.	Views from this **hotel** are of local community importance and are highly valued. The business relies at least in part on the quality of the views from its rooms and grounds. The susceptibility of this receptor to changes in visual amenity is high. Thus the sensitivity to changes in views is **moderate.**	The bridge section over the River Dyfi and the northern abutment would be visible as a very small component in the distance and would be largely screened from view by intervening trees. In winter the views towards the Scheme would be partially visible, but barely noticeable from some locations on the property. The magnitude of change to the visual amenity of these receptors during operation would be **negligible to minor.**	**Slight adverse**	In the same way as for Vp 6 above, the proposed planting around the northern junction and river bank would very slightly improve the view, and reduce the magnitude of change as it matures. However, the change in this instance would be so small as to not reduce the magnitude of change enough to justify reclassifying it. The significance of the residual visual effect, would remain in the **slight** adverse category	**Slight adverse**
VP8 [R] Dist. 1.3km Grid Ref: SH 7401 0003	Walkers using the Wales Coast Path and Glyndwr's Way Long Distance Recreational Path.	Partially open, elevated and distant vista overlooking the western end of Machynlleth and the River Dyfi valley. This and other more restricted views are only available to walkers and road users for very short lengths of each route. The flat and irregular field pattern of the valley floor occupy the middle distance and an attractive and eye-catching back drop is provided by the hills of SNP. The River Dyfi is visible meandering across the valley to the left of the view.	Views available to **walkers** using the designated long distance route are of national importance and high value. Walker's attention would be focussed to a considerable extent on the surrounding countryside and expectations on the quality of views along this way marked and publicised walk would be high. The susceptibility and thus overall sensitivity of these receptors to changes in their view is **high**.	The Scheme would be partially visible in the distance and would be barely perceptible as a small component within the context of the urban form of Machynlleth. The magnitude of change to this view would be **negligible**.	**Slight adverse**	Over time as it establishes, the proposed tree, hedgerow and scrub planting around the southern end of the Scheme and the de trunked Non-Motorised-Users (NMU) route would help to integrate the new bridge into the landscape. Due to the elevated position and distant location of the view these changes would very slightly improve the view, but only to a very limited extent, such that the magnitude of change would not alter from its already **negligible** level.	**Slight adverse**
	Road users on the unclassified nearby rural lane (R5).		The **road** is a minor unclassified country lane and is considered to be of high value and local importance. The more elevated section of this route (approximately 200m either side of the Viewpoint) offers attractive views of the surrounding countryside, otherwise views from lower more tree-lined sections are more fleeting. Road users' attention would be focused more on their journey along this single lane twisting road than on the surrounding views. The susceptibility of these receptors to change is medium. Thus the sensitivity to changes in views is **moderate.**		**Neutral to slight adverse**		**Neutral to slight adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
	Residents in two properties at Cae-Gybi Cottages (K).		The visual amenity of **residents** in the properties are considered to be of high value and of individual importance. The properties face west-northwest affording residents and attractive rural views over the part of the Dyfi valley. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.		**Slight adverse**		**Slight adverse**
VP9 **[S]** Dist. 50m Grid Ref: SH 7442 0128	Passengers using the Cambrian railway line at Machynlleth Station.	An elevated and open, but partly restricted view north from the southwest bound station platform above the bridge over the A487. The southern end of the site is visible in the middle distance with the A487 leading north to the existing Pont ar Ddyfi just visible in the distance below the line of white cottages at Pen-y-bont. The middle ground is obscured by the Dyfi Eco Park to the right of the view and trackside trees to the left. The distant backdrop is formed by the wooded hill side of Foel-y-ffridd.	In this urban edge location, adjacent to and taking in the rural setting of the SNP, views available to **rail passengers** on the Cambrian Line are considered to be of national importance and are highly valued. All these receptors are considered likely to be partly focused on enjoying views of the surrounding countryside. The proximity to SNP raises expectations of the quality of views as does the scenic status of the Cambrian Line, but the urban context of the station counters that expectation. The susceptibility of these receptors to changes in their views is medium. Thus their sensitivity to changes in views is **moderate to high.**	The southern end of the viaduct section of the Scheme and the southern tie-in would be visible from this view, framed on either side by existing vegetation and built form. Notably the large existing tree to the left foreground of this view would be removed to make way for ground re-profiling and highway drainage works associated with the Scheme. These changes would be seen in the context of the existing road, the adjacent built form of the Dyfi Eco Park and that associated with the railway station in the foreground. Changes arising from the Scheme would occupy a moderate proportion of the middle part of this view, and would not contrast unduly with key features of the view. The changes would be permanent and irreversible. The magnitude of change to views as a result of the operational phase is judged to be **minor.**	**Slight to moderate adverse**	There is a concentration of new structure and amenity planting proposed around the southern end of the Scheme where it is on embankment and ties into the existing route. The embankments either side of the main route and the NMU route would be planted with hedges and groups of native specimen trees. Hedgerows are proposed either side of the road and to tie into and reconcile the existing field pattern, integrating the proposed Scheme into the local landscape The frontage to the Dyfi Eco Park would be improved with an amenity focused arrangement of specimen tree planting and swathes of native bulb planting in mown amenity grass. The larger tree and scrub lost from the east side of the route, near to the railway bridge would be replaced in situ with 8 specimen native oak trees. New open drainage ditches parallel to the Schemes' west boundary with the Dyfi Eco Park would have gently 'S' profiles graded banks planted with mixed native aquatic and marginal plants to improve their aesthetic appeal and wildlife value. Given time for the proposed vegetation to establish and mature it is likely that views of the Scheme would be reduced slightly in particular of the southern tie in section of the existing A487. This would have a slight mitigating effect, reducing the magnitude of change to the lower end of the **minor** category. Correspondingly this would reduce the level of residual visual effect on these receptors to one of slight adverse significance.	**Slight adverse**
VP10 [R] Dist. 5m Grid Ref: SH 7444 0141	Road users on the A487.	Looking west and northwest from the entrance to the Dyfi Eco Park, the foreground is dominated by the existing A487 and associated infrastructure including railings, flood gates and post-mounted road lighting. The middle distance is occupied by the open fields across the flat valley floor leading to the River Dyfi. The distant hills of SNP provide a dramatic backdrop to the view. A single dwelling at Penrhyn Dyfi is visible at the bottom of the hillside in the distance. The tree in the foreground to the right of the view is one of a stand of several forming a belt of	The visual amenity of road users on the busy A487 trunk road on the northern edge of Machynlleth and approaching the southern edge of SNP, is of national importance and of medium value. **Driver's** attention would be focused on the task of driving along this fast section of road. Northbound travellers would notice views opening out over the landscape to the west, having emerged from under the railway bridge on the north edge of Machynlleth just to the south. Views are of medium susceptibility to change as a result of the proposed development. The sensitivity of these receptors is considered to be **moderate.**	The southern end of the viaduct section of the Scheme would terminate at the southern tie-in on embankment to the right side of this view. The Scheme would be elevated by approximately 2 to 2.5 m at this point, obscuring views of the middle distant fields, but maintaining those to the hills of SNP beyond. The nearby trees to the right would be retained. These changes would be seen in the context of the existing road and the adjacent built form of the Dyfi Eco Park. Changes arising from the Scheme would be visually prominent and would occupy a moderate proportion of the foreground of this view. The changes would be permanent and irreversible. The magnitude of change to views as a result of the operational phase is judged to be **moderate.**	**Moderate adverse**	Landscape mitigation measures have been proposed in the form of native tree and hedge planting along the new embankments on either side of the road adjacent to the Dyfi Eco Park entrance. Amenity and meadow grassland with swathes of native bulb planting is proposed on the embankments and to make good all disturbed ground. The proposed drainage ditches either side of the entrance would be planted with native marginal and aquatic planting to enhance their visual appeal, wildlife value and attenuation function. Given time for all the above the vegetation to establish and mature, in particular along the eastern side of the A487 adjacent to the nursery site, views of the Scheme would be improved from this viewpoint. This would result in a mitigating effect, reducing the magnitude of change to **minor**. Correspondingly the level of residual visual effect on these receptors would reduce to the levels given in the column to the right.	**Slight adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
	Workers and visitors to the Dyfi Eco Park.	woodland containing the west edge of the Dyfi Eco Park.	Views available to **workers and visitors** to the Eco Park with this and other similar views out of the site are considered to be of medium importance and local value and to be of low susceptibility to the Scheme as a result of their urban, industrial and commercial surroundings. The sensitivity or their visual amenity is considered to be **low**.		**Slight adverse**		**Neutral to slight adverse**
	Residents in the single private dwelling on the west edge of the Eco Park.		**Residents** in the single private dwelling adjacent to the Eco Park entrance are of individual importance and of high value. Similarly their views are considered to be of low susceptibility to the proposed Scheme as a result of their urban, industrial and commercial surroundings. The sensitivity of these residents to changes in their visual amenity is **moderate**.		**Moderate adverse**		**Slight adverse**
VP 11 [R] Dist. 0m Grid Ref: SH 7442 0154	Cyclists and pedestrians using the A487, NCN 8 and 82 and the Wales Coast Path.	Looking east and northeast from the point on the existing A487 at which the proposed new road converge with it. The foreground is dominated by the existing road and the railings and fragmented and varied roadside vegetation along it. Small areas of the valley floor fields and some of the overgrown hedgerows dividing these fields are visible between gaps in intervening vegetation. The distant backdrop is formed by the hills of Foel-y-ffridd and Bryn-coch. A wooden pole mounted electricity line passes directly overhead.	**Cyclists and pedestrians** would use the traffic-free roadside path which forms part of NCN 8 and 82 and the Wales Coast Path. These are nationally important routes with views of high value. Cyclists travelling at slower speeds and with attention more likely to be focussed on views of the surrounding countryside, would also be constantly aware of the detracting presence of the adjacent trunk road and their proximity to Machynlleth and the Eco Park. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	The Scheme would be dominant in the foreground and middle distance of this view. The view is taken from the location at which the southern junction ties back into the existing A487 at grade. The removal of nearby roadside vegetation would open views up to more of the Scheme in the fields beyond. The existing railing and the far lane of the existing road would be removed to make way for a widened drainage ditch with soft banks. The existing field access visible to the left of the view would be retained for farm and highways maintenance access. These changes would be seen in the context of the existing road and the adjacent built form of the nearby Dyfi Eco Park. The curved viaduct section of the Scheme would be seen occupying a large proportion of the right hand half of this view, partially obscuring the distant backdrop of hills beyond. The Scheme would visually dominate the view. The above would be partially balanced out by the reduced in width of the A487 with a soft verge along much of its eastern edge. This would give it a character and visual presence more in keeping with a rural lane used for recreational purposes and occasional vehicular access. The changes would be permanent and irreversible. On balance, the magnitude of change to views is judged to be adverse and **moderate to major.**	**Large adverse**	The mitigation planting proposed around the southern junction includes groups of native specimen trees, mixed native roadside hedgerows and wildflower and meadow grassland seeding to the graded embankments. The re-profiled drainage ditch along the eastern edge of the de-trunked route has been designed to reduce the width of the existing road and to provide a soft edge with marginal and aquatic planting. As these mitigation measures mature they would break up and soften views of the proposed Scheme and would reduce its dominance. The magnitude of change is predicted to be lowered slightly to a level of **moderate**, with a corresponding drop in the significance levels as set out for each receptors to the right.	**Moderate to large adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP 12 [R] Dist.0m Grid Ref**:** SH 7439 0169	Cyclists and pedestrians using the A487, NCN 8 and 82 and the Wales Coast Path.	Looking east from the existing A487. The foreground is dominated by the existing road and the railings and intact clipped roadside hedgerow along it. The valley floor fields and the nearest overgrown hedgerows dividing them are visible over the intervening hedge. Looking along the length of the Dyfi valley, the distant backdrop is formed by the very distant hills of Mynydd y Cemmaes. The valley sides, formed by Pen yr Allt to the south and Bryn-coch to the northeast, foreshorten views to the right and left respectively. Another wooden pole mounted electricity line passes overhead to the right.	**Cyclists and pedestrians** would use the traffic-free roadside path which forms part of NCN 8 and 82 and the Wales Coast Path. These are nationally important routes with views of high value. Cyclists travelling at slower speeds and with attention more likely to be focussed on views of the surrounding countryside, in this location, they would also be constantly aware of the detracting presence of the adjacent trunk road and their proximity to Machynlleth and the Eco Park. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	The southern half of the Scheme would occupy the middle distance in the eastern and south-eastern part of the view and be partially obscured by intervening existing trees and hedges. The Scheme would be prominent in the middle distance of this view, seen side on below the backdrop of distant hills. These changes would be seen in the context of the existing road and the adjacent built form of the nearby Dyfi Eco Park. The existing railing and the far lane of the existing road would be removed to make way for a widened drainage ditch with soft banks. The adverse effects above would be partially balanced out by the reduced width and soft verge to the existing A487, giving this route a character and visual presence more in keeping with a rural lane used for recreational purposes and occasional vehicular access. The change would be permanent and irreversible resulting in a noticeable deterioration of the view. On balance, the magnitude of change to views from this location as a result of the operational phase is judged to be **moderate**.	**Moderate to large adverse**	The re-profiled drainage ditch along the eastern edge of the de-trunked route has been designed to reduce the width of the existing road and to provide a soft edge with marginal and aquatic planting. As these mitigation measures mature they would break up and soften foreground views of the existing road and would reduce its prominence. The mitigation planting proposed on the graded embankments around the southern junction includes groups of native specimen trees, mixed native roadside hedgerows and wildflower and meadow grassland seeding. As this planting matures it would be noticeable to the right of the view and would reduce visibility to the southern junction. The magnitude of change is predicted to be lowered slightly to a level at the low end of the **moderate** category, with a corresponding drop in the significance levels as set out for each receptors to the right.	**Moderate adverse**
VP 13 [R] Dist. 0m Grid Ref: SH 7441 0191	Cyclists and pedestrians using the A487 (R4), NCN 8 and 82 and the Wales Coast Path on the Pont ar Ddyfi and people enjoying the visual setting of the Scheduled and Listed Pont ar Ddyfi	Looking east and northeast from the A487 as it crosses the River Dyfi on the Pont ar Ddyfi. The foreground is dominated by the existing road and the bridge's masonry parapet wall. The river under the bridge is the focal point of this view leading the eye into the middle distance of the view. Fields and their overgrown dividing hedgerows with mature trees are visible in the middle distance. This intervening vegetation obscures much of the site from view. The Millennium Bridge and the adjacent site of the proposed river crossing is not visible in summer but would be partly visible through the riverside trees in winter. Distant hills of Pen yr Allt and Coed	The visual amenity of People enjoying the visual setting of this listed and Scheduled **historic asset** and **Cyclists and pedestrians** using NCN 8 and 82 and the Wales Coast Path is nationally important with views of high value. People crossing this bridge have to use the carriageway due to the restricted width of the bridge. These. People, travelling at slower speeds that the traffic, would have their attention divided between views of the surrounding countryside and being constantly aware of the detracting presence of the trunk road and the dangers of crossing the narrow bridge. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	The Scheme would be partially visible, in the middle distance, through gaps in existing vegetation. Much of the Scheme would be obscured in summer and filtered in winter by the intervening vegetation. It would be seen in the context of the existing road and the nearby built form of the Dyfi Eco Park further south. The structure would be a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. The viaduct would be 3.2m from the bottom of the steel girders to the top of the guard railing. The Scheme would occupy a small proportion of the view and the change would be small in scale, but still contrasting with key characteristics of the view such as the river corridor, tree belts and the backdrop of wooded hills. On the other hand, the existing A487 to the south would be reduced in width, with a soft verge along most of its eastern edge, to give it a	**Slight to moderate adverse**	Where the proposed viaduct bisects existing field boundaries, replanting of trees and hedgerows is designed to mitigate against the loss of vegetation. As it matures this would help very slightly to further break up views of the proposed viaduct. The re-profiled drainage ditch along the eastern edge of the de-trunked route has been designed to reduce the width and prominence of the existing road and to provide a soft edge with marginal and aquatic planting. As these mitigation measures mature they would break up and soften middle distant views of the existing road and would reduce its prominence. The magnitude of change is predicted to be lowered very slightly, but not to the extent that the magnitude of change would be re-categorised. There would be no noticeable change to the significance of residual visual effects on these receptors.	**Slight to moderate adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
	Residents in nine nearby properties (D, E and F) and people enjoying the visual settings of the nearby Listed Buildings at Pen-y-bont.	Pant-y-glo form the skyline between and above the intervening trees. A wooden pole mounted electricity line crosses the middle distance.	The visual amenity of **residents** in the 9 properties at Pen-y-bont on the north side of the bridge and people enjoying views to and from these **Listed buildings** is considered to be of high value and of individual importance in the case of residents and national importance in the case of Listed Buildings. All of the properties currently have views dominated by the existing road at close quarters. The two properties on the north bank of the river, immediately to the east of the Pont ar Ddyfi, also have open southerly views which are not degraded by the existing road. The susceptibility of these receptors to changes in their views is medium. The sensitivity of these residential receptors is assessed as **moderate to high.**	character and visual presence more in keeping with a rural lane used for recreational purposes and occasional vehicular access. The removal of traffic from Pont ar Ddyfi would enable recreational users to better appreciate the views and the setting of the bridge. On balance, the magnitude of change to views from this location as a result of the operational phase is judged to be adverse and **minor.**	**Slight adverse**		**Slight adverse**
VP 14 [S] Dist. 250m Grid Ref: SH 7451 0199	Residents in a property off the A487 to the east of Pen-y-bont.	From this elevated south facing view overlooking the valley, the foreground is dominated by the existing road and its roadside vegetation. The river is just visible beyond the intervening vegetation. Fields and their overgrown dividing hedgerows with mature trees are visible in the middle distance. This intervening vegetation obscures much of the site from view. The. Distant hills of Pen yr Allt form the skyline between and above the intervening trees. A wooden pole mounted overhead cable cross the view in the foreground.	The visual amenity of **residents** in the property are considered to be of high value and of individual importance. The foreground of the southerly view is dominated and restricted by the existing roadside vegetation at close quarters. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.	The Scheme would be partially visible, in the middle distance through gaps in existing tree belts and roadside vegetation. It would be seen in the context of the existing A439 and the built form of the Dyfi Eco Park. The structure would be a simple construction of steel and concrete and its elevation is designed to be as shallow as possible. The viaduct would be 3.2m from the bottom of the steel girders to the top of the guard railing. The Scheme would be noticeable, occupying a moderate proportion of the view, contrasting with key characteristics of the view but not affecting the undulating nature of the skyline. The magnitude of change to views as a result of the operational phase is judged to be **moderate.**	**Moderate to large adverse**	Where the proposed viaduct bisects existing field boundaries, replanting of trees and hedgerows is designed to mitigate against the loss of vegetation. As it matures this would help very slightly to further break up views of the proposed viaduct. The magnitude of change is predicted to be lowered very slightly, but it is unlikely that this would be sufficient to noticeably decrease the magnitude of change. There would be no noticeable change to the significance of residual visual effects on these receptors.	**Moderate to large adverse**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP 15 [R] Dist. 300m Grid Ref: SH 7411 0179	Footpath users and anglers on the riverside PRoW (P5).	An open panoramic view looking east-southeast. The River Dyfi dominates the foreground and to the left of the view. The foreground elsewhere and the middle distance of the view is dominated by open fields laid to pasture. The wooded hills of Pen yr Allt and Bryn Tudor form a distant back drop to the southeast and the view extends further along the flat rural River Dyfi valley floor to the east. The Dyfi Eco Park and the rail buildings around Machynlleth Station are partially visible above intervening hedgerows and trees below Pen yr Allt.	This viewpoint is on the southeast edge of the SNP, the visual amenity of **walkers and anglers** using the route is considered to be of national importance and high value. With their recreational focus on enjoyment of the attractive rural setting, their susceptibility to change is considered to be high. Thus their sensitivity to changes in views is **high.**	The built form associated with the new A487 part of the Scheme would be barely visible in the distance of views from this part of the PRoW. It would be seen rising slightly towards the centre of the view and disappearing behind existing vegetation to the left of the view. It would be experienced in the context of the existing road and the built form of the Dyfi Eco Park beyond a series of field hedges. Traffic on the Scheme would be further from these receptors than it currently is on the existing A487. Traffic would no longer be seen crossing the existing Pont ar Ddyfi in the middle distance. Changes arising from the operational built form, occupying a minor proportion of the view, would be small scale, but would be permanent and irreversible. The beneficial effects of moving traffic being further away from the viewer, and no longer prominent on Pont ar Ddyfi, would balance out the adverse effects of introducing the barely visible viaduct structure. The magnitude of change to views from this receptor as a result of the operational phase is judged to be **neutral**.	**Neutral**	The proposed hedgerow and tree planting to the west of the southern junction would slightly reduce the amount of existing and proposed built form visible in the middle distance to the right of the view. The magnitude of positive change would increase, tipping the balance from neutral into the **negligible beneficial** category. This would result in a barely perceptible beneficial effect on the residual visual amenity of users of this route.	**Slight beneficial**
VP 16 [R] Dist. 450m Grid Ref: SH 7395 0171	Road users on the A493 (R3).	The foreground of this view is dominated by the road and roadside post and wire fence through which the nearest field leads down to the tree-lined River Dyfi. The river is partially and fleetingly visible in the middle distance of the view. Beyond the river and through gaps in the intervening mature trees, the fields of the valley floor are visible leading to the distant hills north and northeast of Machynlleth. The site is partially	This route is a busy trunk road through the southern edge of SNP. It is of national importance and visual amenity is of medium value. **Driver's** attention would be focussed on the task of driving along this fast section of road on a bend. Eastbound travellers may notice glimpsed and partial views of the river to the southeast. Views to the south and east are of medium susceptibility to change from construction activity. The sensitivity of these receptors is considered to be **moderate.**	The Scheme would be largely screened from view by intervening trees. The viaduct would be barely noticeable as a very small component in the distance in the centre of the view. In winter the views towards the Scheme would be partially and fleetingly visible from this location with the backdrop of built form at the Dyfi Eco Park and nearby rail infrastructure. Traffic using the proposed Scheme would be further from these receptors than it currently is on the existing A487. Changes arising from the operational phase would be small scale, occupying a very small proportion of the view but would be permanent and	**Neutral**	The proposed hedgerow and tree planting to the west of the southern junction would slightly reduce the amount of existing and proposed built form visible in the middle distance to the right of the view. The magnitude of positive change would increase, tipping the balance just into the **negligible beneficial** category. This would result in a barely perceptible beneficial effect on the residual visual amenity of these receptors.	**Neutral to slight beneficial**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
	Cyclists on NCN 8.	visible as a tiny component in the middle to distant part of this view.	**Cyclists** would be using this on-road section of NCN 8. This is a nationally important route with views of high value. Cyclists travelling at slower speeds would divide their attention between views of the surrounding countryside and the task of travelling along a fast road. Their susceptibility to changes in visual amenity is medium to high. These receptors are considered to be **highly** sensitive.	irreversible. The beneficial impact of moving traffic further away from the viewer would balance out the adverse effect of introducing the barely visible sections of viaduct. The magnitude of change to views as a result of the operational phase is judged to be **neutral.**	**Neutral**		**Slight beneficial**
	Residents of the dwelling at Penrhyn Dyfi and people enjoying the visual settings of the nearby Listed Buildings at Penrhyn Dyfi		The visual amenity of residents in the property and people enjoying views to and from the nearby Listed buildings is considered to be of high value and of individual importance in the case of residents and national importance in the case of Listed Buildings. The foreground of the southerly view is dominated and restricted by the existing roadside vegetation at close quarters. The front elevation of the property faces southeast towards Machynlleth. The susceptibility of these receptors to changes in their views is high. The sensitivity of this residential receptors is assessed as **high**.		**Neutral**		**Slight beneficial**

View-point	Receptors Represented (receptor ID on Figure 8.4)	Description of Existing View	Receptor Sensitivity	Nature of Changes to View During Operation	Effect at Winter of Year 1	Landscape Mitigation	Effect at Summer of Year 15
VP 17 [S] Dist. 500m Grid Ref: SH 7395 0190	Users of the Wales Coastal Path, the nearby Open Access Land (OAL) at Foel-y-ffridd. Two residential properties accessed vial this road do not have views of the relevant part of the valley).	The foreground of this elevated view southeast over the valley is occupied by the lane and the adjacent post and wire mesh fence. The land drops away steeply down to the river, with only a stand of mature trees and the dwelling at Penrhyn Dyfi interrupting the view of the River Dyfi. Beyond the river, middle distant views extend over the flat open fields of the floodplain, with occasional mature hedgerow trees interrupting the otherwise regular filed pattern. Dyfi Eco Park and the railway station built form is visible below Pen yr Allt and the western extent of Machynlleth seen beyond. The Wooded hills south of Machynlleth and around Penegoes form the distant backdrop. The mature coniferous part of the forestry on the slopes of Foel-y-ffridd above Pen-y-bont has recently been felled, opening up views from a small part of the OAL towards the scheme. This is to be replanted as forestry which would once more obscure views of the Scheme from this part of the OAL as it establishes over a period of around 15 years.	The visual amenity of **walkers** using the nationally designated Wales Coastal Path and the OAL within SNP is of high value. This is one of the first southerly views along the Wales Coastal Path overlooking and approaching the Dyfi valley and its crossing point when travelling towards Machynlleth. The susceptibility to changes in visual amenity of these receptors is high. These receptors are considered to be **highly** sensitive.	From this elevated position the Scheme would be noticeable against the backdrop of built form at the Dyfi Eco Park, rail infrastructure and the north end of Machynlleth. The southern section of the viaduct would be noticeable as a small component in the middle distance, rising slightly to the left of the view. Due to the recent felling of mature coniferous plantation woodland at Foel –y-ffridd, the northern end of the scheme would be visible from an additional part of the Open Access Land. The area in question though is very steep and not crossed by tracks or paths. Therefore the frequency of receptors to views from this part of the hillside is expected to be very low. In addition re planting of this area would preclude these views as trees grow to obscure views over the nearest part of the Scheme. The existing A487 would be reduced in width with a soft verge along much of its east edge to give it a character and visual presence more in keeping a rural lane used for recreational purposes and occasional vehicular access. Traffic on the Scheme would be further from these receptors than it currently is on the existing A487. Changes arising from the operational phase would be small in scale, permanent and irreversible The magnitude of change to views as a result of the Scheme is judged to be **minor.**	**Slight to moderate adverse**	The proposed hedgerow and tree planting to the west of the southern junction would slightly reduce the amount of existing and proposed built form visible in the middle distance to the right of the view. Replacement tree and hedgerow planting at the locations where the viaduct crosses field boundaries would help slightly to integrate the Scheme into the landscape. As the proposed planting matures, the magnitude of positive change would counteract some of the negative change On balance The coupled with the beneficial impact of moving traffic further away in the view and reducing the visual prominence of the existing route, the beneficial effects of the proposed mitigation would balance out some of the adverse effects of introducing the new elevated structure. This would result in a negligible magnitude of change. This would result in a barely perceptible slightly significant adverse residual effect on the visual amenity of these receptors.	**Slight adverse**
VP 18 [S] Dist. 3.5km Grid Ref: SN 7185 9893	People using the PRoW in Open Access Land at Mynydd Cynffyrch above Derwenlas.	This open elevated view overlooks the Dyfi valley north of Machynlleth from a distance. The foreground is occupied by the intervening hillside which drops steeply down to Derwenlas on the A487. The middle distance comprises the Dyfi valley surrounded on all sides in this view by the surrounding hills. The northwest edge of Machynlleth and the Dyfi Eco Park are seen to the right of the valley. The River Dyfi and the Cambrian Railway Line are visible making their way across the valley floor. The view extends northeast to Bryn coch with a backdrop of more distant hills.	Views available to **walkers** using the PRoW and Open Access Land are of local importance and high value. Walker's attention would be focussed to a considerable extent on the surrounding countryside and expectations on the quality of views along this route would be high. The view currently contains the railway line and built form at Machynlleth. The susceptibility and thus overall sensitivity of these receptors to changes in their view is **high**.	Due to the intervening distance, the Scheme would be barely perceptible as a small component within the context of the existing built form and visible infrastructure. The operational phase would result in barely discernible changes to the view. Therefore, the magnitude of change to this view is judge to be **negligible.**	**Slight adverse**	As it matures, the proposed planting, concentrated at either end of the scheme would help to visually break up the linearity of the distant road and viaduct and less of it would be visible. The proposed planting would also mitigate for the loss of vegetation due to construction works. Due to the elevated position and distant location of the view, it is unlikely that the negligible magnitude of change would be reduced sufficiently to decrease the significance of the effects from this viewpoint.	**Slight adverse**