

PEMBROKE DOCK INFRASTRUCTURE, PEMBROKESHIRE

Environmental Statement Volume 3

Appendix 10.2

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

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1 STAGE 1: CONTEXTUAL INFORMATION

- 1.1 This report has been prepared by RPS Planning and Environment, part of RPS Group plc. It sets out the results of an Assessment of the Significance of the Impact of Development on the Historic Landscape (ASIDOHL) regarding the proposed Pembroke Dock Infrastructure scheme (the Scheme) at Pembroke Port, Pembroke Dock, in the county of Pembrokeshire.
- 1.2 The Scheme is located within a registered Landscape of Outstanding Historic Interest (LOHI) in Wales – the Milford Haven Waterway. This historic landscape is included on the non-statutory *Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales*.
- 1.3 The Summary description of the LOHI as published in the Register states: *'The classic ria, drowned valley and estuary in Wales, with an unsurpassed concentration of remains reflecting maritime conquest, settlement, commerce, fishing, defence and industry spanning the prehistoric to modern periods. The area includes: Iron Age promontory forts; Early Christian and Viking placenames; Norman coastal castle-boroughs; medieval castles and later gentry residences; Milford and Pembroke Dock planned settlements; recent and modern quays, jetties and landing places, coal mines, limestone quarries, military and naval fortifications, oil terminals, jetties, refineries and power station'*.
- 1.4 The purpose of the ASIDOHL is to assess the overall significance of effect of the Scheme on the individual Historic Landscape Character Areas (HLCAs) within the registered LOHI and also to assess what effects the proposed Scheme may have on the whole of the registered LOHI.
- 1.5 The ASIDOHL has been carried out using the guidance provided in the revised (2nd) edition of the *Guide to Good Practice on using the Register of Landscape of Historic Interest in Wales in the Planning and Development Process* (CCW/Cadw/Welsh Assembly Government, 2007) and is therefore compliant with ASIDOHL(2).
- 1.6 **Figure 1** shows the location of the Scheme within the Milford Haven Waterway LOHI.
- 1.7 Further information regarding the details of the Scheme is presented within other documents that form part of the application for consent for the development. In summary, the Scheme comprises:
- The creation of a single large slipway by part demolition and combining the two westernmost slipways, and its extension into deeper water in the Milford Haven Waterway;
 - Dredging around the westernmost slipways and within the disused graving dock;
 - Infilling of the disused graving dock;
 - Infilling of the disused timber pond;
 - Demolition of c. 29 no. buildings;
 - Provision of large areas of hardstanding in proximity to the quayside for use either as 'laydown' or capable of being developed to create buildings in response to time-sensitive business requirements;
 - Erection of buildings for the assembly, manufacturing and repair of vessels and devices, and ancillary activities;
 - Areas and buildings for the importation and storage of goods and raw materials for fabrication activities;
 - Enhanced connectivity between the new Gate 4 facility and the existing Gate 1 facility via new transport corridors; and
 - Improved access from Whites Farm Way.

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- 1.8 A summary of national and local planning policy in relation to historic landscapes is presented within Appendix 10.1 of the Environmental Statement that has been produced with regard to the planning application for the Scheme.
- 1.9 The appraised level of confidence of the data on which this ASIDOHL is based is **high** – there have not been any problems regarding access to land or to data, or any issues regarding confidentiality or copyright. The principal concern regarding the data is that for some HLCAs, including the one within which the proposal site is located, the baseline descriptions have not been updated to take account of recent changes.
- 1.10 This ASIDOHL has been produced by Mick Rawlings, BA (Hons) Archaeology and Geography, MCIfA, FSA, Technical Director Historic Environment at RPS Planning and Development, on behalf of the applicant.
- 1.11 The assessment covers all five stages of ASIDOHL2 and has been undertaken following a series of visits to each of the twelve HLCAs affected by the proposed development. Some of these HLCAs extend beyond the registered LOHI (**Figure 2**).

2 STAGE 2: ASSESSMENT OF DIRECT, PHYSICAL IMPACTS OF DEVELOPMENT

- 2.1 The proposed Scheme lies wholly within the Pembroke Dock HLCA. **Figure 3** shows the proposed Scheme in relation to that HLCA.
- 2.2 The following extract is taken from the detailed information regarding the Pembroke Dock HLCA provided in the Milford Haven Historic Landscape Characterisation study (Dyfed Archaeological Trust and Cadw) available on-line through the website of the Dyfed Archaeological Trust (<http://www.dyfedarchaeology.org.uk>).

Description and essential historic landscape components

'Pembroke Dock is an urban historic landscape character area. It is centred on the 19th century and 20th century naval dockyards and smaller private shipbuilding yards. The naval dockyards are surrounded by a high defensive wall and flanked by two 19th century gun towers. Large parts of the yard are now given over to modern industry, including the Irish ferry port, but several large stone buildings in the Georgian tradition close to the dock's entrance provide a strong architectural signature. Several of the original docks survive as do a collection of 20th century military structures, including two large hangars built for flying boats. Pembroke fort, originally constructed on an open hillside overlooking the dockyards is now surrounded by development.

The 19th century town is built in a grid pattern, and this, together with the survival of many wide streets of contemporaneous houses and other buildings, provides a strong architectural signature. The combination of a planned street pattern and high survival rate of contemporaneous houses and other buildings provides Pembroke Dock with a coherent historic character that is rarely matched in other Welsh towns. These 19th century dockyard worker houses are generally of two storey terraces, cement rendered, and broadly in the Georgian tradition. The social and economic landscape of the town is manifest in details such as the larger 'foreman' houses that stand at the ends of terraces. Three storey houses on some street corners in the commercial centre emphasise the importance of certain road intersections. At Pennar overlooking the dockyards to the south the grid pattern of wide streets is maintained, but here terraces of single-storey cottages provide a very distinctive, if not unique, aspect to the town.

In all there are 125 listed buildings within the town. There is not a great deal of later 19th century and early to mid 20th century housing, but later 20th century housing and other buildings testify to growth in this period. Several of the 20th century military installations have been redeveloped into offices and light industrial estates; many have been demolished and the land restored. The Cleddau Bridge, which replaced a ferry, has rejuvenated the northern side of the town. It is here that much of the light industry is located. A golf course lies within this area.

This historic landscape character area is defined to the west, north and east by the sea. On the other side it neighbours farmland. However, it is likely that Pembroke Dock will soon merge with Pembroke as only a few fields separate them'.

- 2.3 The permanent works related to the proposed Scheme will occupy c. 11.1 ha. of land within the former naval dockyard. A number of structures of historical significance within the western part of the dockyard will be amended, infilled or demolished. One historical structure will be repaired and conserved, whilst part of another will be relocated and conserved. A number of structures with a lower level of historical significance will also be demolished.

- 2.4 Descriptions of all buildings within the former naval dockyard, along with an appraisal of their significance, are presented within Appendix 10.3 of this ES, which also includes relevant historical buildings located just outside of, but related to, the former naval dockyard.
- 2.5 Designated historic assets that will be directly physically impacted by the proposed Scheme comprise:
- The former graving dock (Grade II* listed building)
 - The former timber pond (Grade II listed building)
 - Building Slip No. 1 (Grade II listed building)
 - Building Slip No. 2 (Grade II listed building)
- 2.6 A further Grade II listed building – the former foremen’s office – is within the area of permanent works. This will be retained and restored.
- 2.7 Other buildings that will be directly physically impacted by the proposed Scheme include structures relating to:
- ship-building during the period c. 1861 - 1926;
 - to Admiralty use of the dockyard for maintenance and other activities during the period 1926 - early 21st century;
 - RAF use of the area during the period 1926 – 1945; and
 - Civilian use of the area during the period 1946 - present
- 2.8 Most of these buildings have been subject to amendment and adaptation subsequent to their initial construction.

Stage 2a: Direct physical impacts - absolute

- 2.9 The permanent works associated with the proposed Scheme will occupy c. 11.1 hectares of land wholly within this HLCA. The HLCA measures 455 hectares, therefore that part directly impacted represents 2.44% of the overall HLCA.

Stage 2b: Direct physical impacts - relative

- 2.10 The proposed Scheme is entirely within the former naval dockyard which forms part of the HLCA. The former naval dockyard occupies c. 33.73 hectares of land, therefore the 11.1 hectares required for permanent works associated with the proposed Scheme will impact 32.9% of this part of the HLCA.

Stage 2c: Direct physical impacts - landscape

- 2.11 The former naval dockyard makes a very strong contribution towards the significance of the HLCA in that its construction and operation provided the basis for the establishment and development of the adjacent town on land which was previously largely undeveloped.
- 2.12 The former dockyard currently includes a number of large structures which form part of a modern operational deep-water port. These include modern buildings as well as more historical buildings which have been adapted for their current use. The buildings proposed as part of the Scheme are larger than any ones currently present, although they will be seen and experienced in the same overall context, i.e. a modern operational deep-water port.
- 2.13 All of the key surviving historic elements within the former dockyard have experienced substantial changes within their settings following their initial construction and operation. Recent developments here have included the establishment of the car ferry service to the Republic of Ireland and also the transformation of the waterfront at the eastern end of the dockyard into an

operational deep-water port with adjacent large storage sheds. However, there is still some coherence with regard to the historic character of the western part of the dockyard.

Table 1: Assessment of direct physical impacts on HLCA Pembroke Dock (for structure numbers refer to Figure 4)

Historic Landscape Area: Milford Haven Waterway		Historic Landscape Character Area: Pembroke Dock		
ASIDOHL2 Stage 2: Assessment of Direct, Physical Impacts on Historic Character Area				
Development: Pembroke Dock Infrastructure				
Absolute Impact (Area affected): 11.1 ha. of 455 ha., 2.44%		Magnitude & Score: Very Slight - 1		
Relative and Landscape Impacts (Loss of Known Characteristics or Elements) & Scores				
Element / % Loss	Category	Magnitude	Landscape Value	Landscape Value Effect
Infilling of Grade II* listed graving dock Structure 2.17	A - 4	Very Severe - 6	Very High – important remaining element of 19 th century dockyard - 6	Moderately Reduced - 3
Infilling of Grade II listed timber pond Structure 2.14	A - 4	Very Severe - 6	Very High – important remaining element of 19 th century dockyard - 6	Moderately Reduced - 3
Loss of considerable part of Grade II listed Building Slip No. 1 Structure 2.15	A - 4	Severe - 5	Very High – important remaining element of 19 th century dockyard - 6	Moderately Reduced - 3
Loss of considerable part of Grade II listed Building Slip No. 2 Structure 2.16	A - 4	Severe - 5	Very High – important remaining element of 19 th century dockyard - 6	Moderately Reduced - 3
Loss of former Admiralty Workshop associated with shipbuilding c. 1861 – 1926 Structure 3.6	C - 2	Very Severe - 6	Considerable – remaining element of 19 th century dockyard - 4	Slightly Reduced - 2
Loss of former Pattern and Gunnery Fitting Shop associated with shipbuilding c. 1861 – 1926 Structure 3.7	C - 2	Very Severe - 6	Considerable – remaining element of 19 th century dockyard - 4	Slightly Reduced - 2
Loss of former Testing House associated with shipbuilding c. 1861 – 1926 Structure 3.8	C - 2	Very Severe - 6	Considerable – remaining element of 19 th century dockyard - 4	Slightly Reduced - 2
Loss of former Battery room & c associated	C - 2	Very Severe - 6	Considerable – remaining element	Slightly Reduced - 2

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with shipbuilding c. 1861 – 1926 Structure 3.10			of 19 th century dockyard - 4	
Loss of former Shed for Docking Gear associated with shipbuilding c. 1861 – 1926 Structure 3.4	C - 2	Very Severe - 6	Considerable – remaining element of 19 th century dockyard - 4	Slightly Reduced - 2
Loss of former Air Ministry Loco Shed associated with RAF use c. 1926 – 1945 Structure 4.9	C - 2	Very Severe - 6	Considerable – remaining element of RAF use of dockyard - 4	Slightly Reduced - 2
Loss of former Air Ministry Ready Use Pyrotechnics building associated with RAF use c. 1926 – 1945 Structure 4.7	C - 2	Very Severe - 6	Considerable – remaining element of RAF use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 10A Storage Hut associated with Admiralty use c. 1926 – 1945 Structure 4.18	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 11A Net Shed associated with Admiralty use c. 1926 – 1945 Structure 4.19	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 12A Offices associated with Admiralty use c. 1926 – 1945 Structure 4.20	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 14A Stores (1) associated with Admiralty use c. 1926 – 1945 Structure 4.21	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 14A Stores (2) associated with Admiralty use c. 1926 – 1945 Structure 4.22	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
Loss of former Admiralty Building 13A Substation associated with	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2

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Admiralty use c. 1926
– 1945
Structure 4.17

Loss of former Admiralty Canteen associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.25

Loss of former Admiralty Building 16A Stores and Workshop associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.23

Loss of former Admiralty Building 17A Boom Shed associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.24

Loss of former Admiralty Gas Bottle Store associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.8

Loss of former sentry pillbox associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.10

Loss of former Admiralty Store associated with Admiralty use c. 1926 – 1945	C - 2	Very Severe - 6	Considerable – remaining element of Admiralty wartime use of dockyard - 4	Slightly Reduced - 2
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Structure 4.14

Loss of former Admiralty Amenity Centre associated with Admiralty use c. 1946 – 21 st century	D - 1	Very Severe - 6	Low – remaining element of post-war Admiralty use of dockyard - 2	Very Slightly Reduced - 1
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Structure 5.15

Loss of former Admiralty Blast/Spray Shop Annex associated with Admiralty use c. 1946 – 21 st century	D - 1	Very Severe - 6	Low – remaining element of post-war Admiralty use of dockyard - 2	Very Slightly Reduced - 1
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Structure 5.16

Loss of former Admiralty Compressor House associated with Admiralty use c. 1946 – 21 st century	D - 1	Very Severe - 6	Low – remaining element of post-war Admiralty use of dockyard - 2	Very Slightly Reduced - 1
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Structure 5.17

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Loss of former Admiralty Winch House associated with Admiralty use c. 1946 – 21 st century Structure 5.14	D - 1	Very Severe - 6	Low – remaining element of post-war Admiralty use of dockyard - 2	Very Slightly Reduced - 1
Loss of former Hayes Building 9H Canteen associated with civilian use c. 1946 – 21 st century Structure 5.42	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1
Loss of scrapyard workshop associated with civilian use c. 1946 – 21 st century Structure 5.44	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1
Loss of former Hayes Building 5H Stores associated with civilian use c. 1946 – 21 st century Structure 5.43	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1
Loss of waste oil point associated with civilian use c. 1946 – 21 st century Structure 5.46	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1
Loss of Bombora wave energy test tank associated with civilian use c. 1946 – 21 st century Structure 5.45	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1
Loss of derelict garages associated with civilian use c. 1946 – 21 st century Structure 5.36	D - 1	Very Severe - 6	Very Low – element of post-war civilian use of dockyard - 1	Very Slightly Reduced - 1

Notes

All direct physical impacts would occur within the historic naval dockyard. Although this facility forms a relatively small part of the HLCA, it is a very critical part in that the establishment of the dockyard was the reason for the founding of the adjacent town and other historic features such as the gun towers and the defensive barracks.

Compiled by: Mick Rawlings

Date: 18/10/19

Table 2: Overall magnitude of direct physical impacts on HLCA Pembroke Dock

Score	Grading
$2(4 + 6 + 6 + 3) + 2(4 + 5 + 6 + 3) + 19(2 + 6 + 4 + 2) + 4(1 + 6 + 2 + 1) + 6(1 + 6 + 1 + 1) = 428$ $428 \div 33 \times 1 = 13$	13 = Moderate

3 STAGE 3: ASSESSMENT OF INDIRECT IMPACTS OF DEVELOPMENT

- 3.1 It is considered that the proposed Scheme has the potential to indirectly affect twelve HLCAs within the registered Landscape of Outstanding Historic Interest. The remaining HCLAs would not be affected due to lack of visibility (topography) and to distance from the proposed Scheme.
- 3.2 No indirect, physical impacts on any HLCA (ASIDOHL2 Stage 3a) have been identified with regard to the proposed Scheme. No physical change or alteration in land use will occur within any HLCA other than the Pembroke Dock HLCA as described above in Stage 2; nor will the development lead to an increase in the management requirements of any HLCA.
- 3.3 Indirect (non-physical) visual impacts (ASIDOHL2 Stage 3b) have been examined through a series of site visits, also using the Zone of Theoretical Visibility (ZTV) produced for the Landscape and Visual Impact Assessment regarding the proposed Scheme.
- 3.4 The ZTV identifies locations from which the proposed Scheme would theoretically be visible. Where possible, such locations within a 5 km radius of the proposed Scheme have been visited. At some location it was found that visibility of the dockyard is not possible due to vegetation or existing buildings.
- 3.5 The photomontages of the proposed Scheme which are reproduced in the Landscape and Visual Assessment (LVIA) have been consulted in order to understand how the proposed scheme would appear in views from selected locations.
- 3.6 The assessment of the indirect (non-physical) visual impacts of the proposed Scheme on each of the HLCAs is presented as Appendix 1.
- 3.7 Table 3 below shows a summary of the indirect impacts on each of the HLCAs. In each case the average score for the indirect (non-physical) visual impacts (as recorded in Appendix 1) has been multiplied by 28 and then divided by 20, with the resulting figure rounded off to the nearest whole number (as described in ASIDOHL2, page 22).

Table 3: Summary of overall magnitude of impacts on HLCAs

HCLA Name	Score	Magnitude
Pembroke Dock	6	Slight
Coshaston	5	Slight
Carew, Milton and Nash	5	Slight
Pembroke Power Station	2	Very Slight
Rhoscrowther	5	Slight
Texaco Oil Refinery and BP Jetty	5	Slight
Scoveston and Burton	5	Slight
Gulf Oil	4	Slight
Waterston - Honeyborough	6	Slight
Neyland	6	Slight
Rosemarket	5	Slight
Houghton	5	Slight

Table 4: Absolute overall magnitude of indirect impact on combined HLCAs

Impact	Average Score on Scale of 28	Magnitude
Combined HLCAs	$59 \div 12 = 4.92 = 5$	Slight

4 STAGE 4: EVALUATION OF RELATIVE IMPORTANCE

- 4.1 As evidenced by its place within the national Register, the historic landscape of Milford Haven is of special interest. The evaluation of relative importance of the HLCAs within a national context recognises that although the designated landscape is of national importance, some areas or individual elements could be of higher value than others.
- 4.2 Stage 4 of ASIDOHL(2) is the process through which the relative importance of that part of each HLCA affected by a proposed development is evaluated in relation to:
- The whole of that HLCA; and
 - The whole of the designated historic landscape.
- Followed by;
- An evaluation of the relative importance of the HLCA within the national context, by which is meant the designated historic landscapes on the Register, not the whole of the country.
- 4.3 The evaluation of the relative importance of each of the HLCAs affected by the proposed Scheme is presented as Appendix 2.
- 4.4 Table 5 below shows a summary of the average overall values for each of the HLCAs affected by the proposed Scheme. In each case the average value has been recorded for a) the whole of that part of the HCLA affected; b) the whole of the Historic Landscape on the register and c) the relative importance of the HLCA in the national context.

Table 5: Summary of average overall values for HLCAs affected by the proposed Scheme

HCLA Name	Average value from stages 4a-4c	Overall value
Pembroke Dock	a = 81.82 b = 85.45 c = 85.45	84.24 – Very High
Cosheston	a = 72.73 b = 69.09 c = 67.27	69.70 - High
Carew, Milton and Nash	a = 52.73 b = 52.73 c = 56.36	53.94 - Considerable
Pembroke Power Station	a = 70.91 b = 70.91 c = 67.27	69.70 - High
Rhoscrowther	a = 61.82 b = 54.55 c = 52.73	56.37 - Considerable
Texaco Oil Refinery and BP Jetty	a = 70.91 b = 69.09 c = 67.27	69.09 - High
Scoveston and Burton	a = 67.27 b = 72.72 c = 76.36	72.12 - High
Gulf Oil	a = 70.91 b = 70.91 c = 70.91	70.91 - High

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Waterston - Honeyborough	a = 72.72 b = 69.09 c = 67.27	69.69 - High
Neyland	a = 45.45 b = 45.45 c = 45.45	45.45 - Considerable
Rosemarket	a = 43.63 b = 40.00 c = 40.00	41.21 - Considerable
Houghton	a = 56.36 b = 50.91 c = 49.09	52.12 - Considerable
Average overall value or combined evaluation figure for Stage 4		
Average overall value	Grading	
2263.59 ÷ 36 = 62.88 = 63	High	

5 STAGE 5: ASSESSMENT OF OVERALL SIGNIFICANCE OF IMPACT

- 5.1 This is the final stage of the assessment and combines the results of Stages 2 to 4. It assesses the overall significance of the impact of the proposed Scheme and the effect that altering the HLCAs concerned will have on the whole of the historic landscape area on the Register.
- 5.2 This is achieved through scoring the value of each of the HLCAs affected by the proposed Scheme in relation to the effect of the development and the consequent reduction in value of the historic landscape on the Register.
- 5.3 The results for each of the HLCAs are presented in Appendix 3, with a summary below.
- 5.4 The proposed Scheme will have a direct impact on one HLCA and an indirect visual impact on the same HLCA and a further eleven HLCAs within the registered Milford Haven Landscape of Outstanding Historic Interest. The overall significance of impact is summarised in Table 6 below.

Table 6: Overall significance of impact of the proposed Scheme on the Milford Haven Landscape of Outstanding Historic Interest

HCLA Name	Total Score	Overall significance of impact
Pembroke Dock	22	Severe
Cosheston	7	Slight
Carew, Milton and Nash	8	Slight
Pembroke Power Station	9	Slight
Rhoscrowther	7	Slight
Texaco Oil Refinery and BP Jetty	7	Slight
Scoveston and Burton	13	Moderate
Gulf Oil	9	Slight
Waterston - Honeyborough	9	Slight
Neyland	13	Moderate
Rosemarket	7	Slight
Houghton	7	Slight
Average of combined HLCAs	118 ÷ 12 = 9.8	
Historic Landscape on the Register	10	Moderate

Mitigation

- 5.5 Mitigation of the impact of the proposed Scheme on the registered historic landscape is in the form of the detailed design. This has been with regard to:
- Location and design of the Scheme elements within the former naval dockyard; and
 - Architectural input into the visual nature of the Scheme elements in order to ensure that harm to the existing historic landscape character is reduced as far as is reasonably possible.
- 5.6 No further mitigation is proposed.

6 ASIDOHL2 CONCLUDING STATEMENT

- 6.1 The proposed Scheme would see the establishment of modern port facilities within the western part of a former naval dockyard. Other areas within the former dockyard have been developed over recent years, demonstrating how the port needs to continuously evolve in order to meet the requirements of a changing maritime sector. However the development site contains several significant historical features that would be adversely affected by the construction and operation of the proposed Scheme. Other historic assets would be affected as a result of the change within their setting.
- 6.2 Many of the key elements of the historic landscape on the register are intrinsically linked to the strategic nature of the Haven as a deep-water access point into the UK. These include not only the historic naval dockyard at Pembroke Dock along with the series of 19th century forts and defensive structures on either side of the waterway and the 20th century military structures that provided additional defences for the waterway, but also a number of large industrial facilities such as oil refineries, Liquid Natural Gas (LNG) import terminals and a power station (with consent granted for a second power station in the form of a combined heat and power plant).
- 6.3 Subsequent to the placing of this historic landscape on the register, a number of these industrial facilities have been subject to considerable redevelopment as the area responds to the changes required by modern society. The redevelopments include the complete rebuilding of the power station, the establishment of two LNG import terminals and the continuing development of the former naval dockyard into a modern operational port facility.
- 6.4 The ASIDOHL2 process has identified that the only direct physical impact resulting from the proposed Scheme would be on the Pembroke Dock HLCA. This impact would take place within one small part of the HLCA, albeit a part that is intrinsic to the historical development of that HLCA. The level of impact has been identified as 'Moderate'.
- 6.5 The direct physical impacts include the covering over of a Grade II* listed 19th century graving dock and a Grade II listed 19th century timber pond, the partial loss of two Grade II listed 19th century building slips, the demolition of a number of 19th and 20th century buildings, and the change within the settings of a number of designated historic assets associated with the former naval dockyard. The covering over of the graving dock and the timber pond would be undertaken carefully so that it would be possible to restore these features in the future if that was appropriate.
- 6.6 No indirect physical impacts have been identified.
- 6.7 Using the ZTV established for the proposed Scheme, a series of site visits and also the photomontages presented as part of the Landscape and Visual Impact Assessment (Chapter 8 of the ES), the ASIDOHL2 process has identified a range of indirect visual impacts on twelve of the forty-eight HLCAs within the registered historic landscape.
- 6.8 These indirect visual impacts have been identified as 'Slight' for eleven of the HLCAs (including the Pembroke Dock HLCA) and 'Very Slight' for one of the HLCAs that were assessed (Pembroke Power Station).
- 6.9 The overall significance of the impact of the proposed Scheme has been assessed as 'Severe' for the Pembroke Dock HLCA, 'Moderate' for two HLCAs and 'Slight' for the remaining nine HLCAs that were assessed. The 'Moderate' significance of impact would occur with regard to two HLCAs located on the opposite side of the waterway with direct views across to the proposed Scheme.
- 6.10 The combined overall significance of impact on the Milford Haven Landscape of Outstanding Historic Interest is considered to be 'Moderate'. As such, the proposed Scheme would reduce the capacity for understanding or appreciating the significance of the historic landscape.



APPENDICES

Appendix 1

ASIDOHL2 Stage 3b: Indirect (non-physical) visual impacts

Historic Landscape Character Area: Pembroke Dock

This HLCA covers the 19th century naval dockyard and its urban surroundings. There are several significant historic structures associated with the dockyard including jetties, buildings slips, offices, stores, hangars, housing, a timber pond and a chapel. Some of these are Grade II* listed, others are Grade II. There are also defences associated with the dockyard; these include two Grade II* listed gun platforms (one of which is also a Scheduled Monument), and the defensible barracks to the south which is a Scheduled Monument and also Grade II* listed. The dockyard walls are Grade II listed, whilst the pre-dockyard Paterchurch Tower is Grade I listed and is also a Scheduled Monument.

The proposed scheme would result in direct physical impacts to some of the designated and non-designated historic assets within the dockyard; these are addressed above in Stage 2 of this assessment.

Within the adjacent planned town of Pembroke Dock there are numerous examples of terraces of 19th century workers' houses, many of which are Grade II listed, as is the market hall which is located just outside the dockyard. Other notable historic structures include also a Grade II* listed Zion Free Church, a Grade II listed commercial dry dock and the Grade II listed Pembroke Dock railway station.

The town was laid out on a clear grid and with wide streets; this provides a coherent character which is very distinctive. This same grid pattern extends to the contemporary planned suburb of Pennar to the south, located on higher ground overlooking the dockyard and the waterway beyond.

Elements of the proposed development will be visible from many parts of the HCLA, including views from within the dockyard itself and also from parts of the town to the east and parts of the suburb of Pennar to the south. There will be clear views of the new buildings from some of the most important historic features including Paterchurch Tower, the south-west gun platform and the defensible barracks.

Buildings A and B could be as tall as 40 m, whilst Building C would be up to 10 m high. In views from within the dockyard, the form of Buildings A and B would be seen as substantial, to varying degrees depending on the location of the observer.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Pembroke Dock	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Severe change within setting of Grade I listed Paterchurch Tower (also SM).	A – 4	Severe – 5
Severe change within setting of Grade II* listed south-west gun platform (also SM)	A – 4	Severe – 5
Very slight change within setting of Grade II* listed north-east gun platform	A – 4	Very Slight – 1
Moderate change within setting of Grade II* listed The Old Storehouse in historic dockyard	A – 4	Moderate – 3

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Moderate change within setting of Grade II* listed former guard house in historic dockyard	A – 4	Moderate – 3
Slight change within setting of Grade II* listed former dockyard chapel (now heritage centre)	A – 4	Slight – 2
Moderate change within setting of Grade II* listed former Captain Superintendent's House in historic dockyard (later the Port Hotel)	A – 4	Moderate – 3
Moderate change within setting of Grade II* listed former stable range south of former Captain Superintendent's House in historic dockyard	A – 4	Moderate – 3
Slight change within setting of Grade II* listed entrance piers and lodges at historic dockyard	A – 4	Slight – 2
Slight change within setting of Grade II* listed dockyard gates	A – 4	Slight – 2
Slight change within setting of Grade II* listed No 1 The Terrace in historic dockyard	A – 4	Slight – 2
Slight change within setting of Grade II* listed No 2 The Terrace in historic dockyard	A – 4	Slight – 2
Slight change within setting of Grade II* listed No 3 The Terrace in historic dockyard	A – 4	Slight – 2
Severe change within setting of Grade II listed Carr Jetty in historic dockyard	B – 3	Severe – 5
Severe change within setting of Grade II listed Pater Fort SW and W Walls in historic dockyard	B – 3	Severe – 5
Severe change within setting of Grade II listed Western Camber in historic dockyard	B – 3	Severe – 5
Severe change within setting of Grade II listed Building Slip No. 4 in historic dockyard	B – 3	Severe – 5
Very severe change within setting of Grade II listed former foremen's office in historic dockyard	B – 3	Very Severe – 6
Severe change within setting of Grade II listed former oakum store in historic dockyard	B – 3	Severe – 5
Moderate change within setting of Sunderland House in historic dockyard	B – 3	Moderate – 3
Moderate change within setting of Grade II listed former Captain Superintendent's Office in historic dockyard	B – 3	Moderate – 3
No change within setting of Grade II listed rear of garden walls at No. 1 The Terrace in historic dockyard	B – 3	None – 0
No change within setting of Grade II listed coach-house to rear of Nos. 1 and 2 The Terrace in historic dockyard	B – 3	None – 0
No change within setting of Grade II listed rear of garden walls at No. 2 The Terrace in historic dockyard	B – 3	None – 0
No change within setting of Grade II listed coach-house to rear of No. 3 The Terrace in historic dockyard	B – 3	None – 0
No change within setting of Grade II listed garden walls at No. 3 The Terrace in historic dockyard	B – 3	None – 0
Very slight change within setting of Grade II listed No. 4 The Terrace in historic dockyard	B – 3	Very Slight – 1
Very slight change within setting of Grade II listed No. 5 The Terrace in historic dockyard	B – 3	Very Slight – 1

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Severe change within setting of Grade II listed dockyard wall	B – 3	Severe – 5
Moderate change within setting of Grade II listed Western hangar and annexes in historic dockyard	B – 3	Moderate – 3
Moderate change within setting of Grade II listed Eastern hangar and annexes in historic dockyard	B – 3	Moderate – 3
Moderate change within setting of Grade II* listed defensible barracks south of historic dockyard (also SM)	A – 4	Moderate – 3
Moderate change within setting of WWII bomb stores SM immediately south-west of historic dockyard	A – 4	Moderate – 3
Very slight change within setting of Grade II listed The Market, adjacent to historic dockyard	B – 3	Very slight – 1
No change within setting of Grade II listed No. 28 Commercial Row	B – 3	None – 0
No change within setting of Grade II listed No. 27 and 27a Commercial Row	B – 3	None – 0
No change within setting of Grade II listed No. 18 Commercial Row	B – 3	None – 0
No change within setting of Grade II listed centenary memorial standard lamp north side of A4139	B – 3	None – 0
No change within setting of Grade II listed No. 10 Front Street	B – 3	None – 0
No change within setting of Grade II listed No. 27 Front Street	B – 3	None – 0
No change within setting of Grade II listed No. 33 Front Street	B – 3	None – 0
No change within setting of Grade II listed dry dock in yard occupied by Haven Yachts	B – 3	None – 0
No change within setting of Grade II listed Pier House at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed warehouse at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed Old Pier House at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed Pembroke Haven Yacht Club building at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed telephone call-box at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed former cannon barrel at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed two bollards at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed slipway and quay wall at Hobbs Point	B – 3	None – 0
No change within setting of Grade II listed former cartridge magazine and surrounding wall at West Llanion	B – 3	None – 0
No change within setting of Grade II listed former main magazine at West Llanion	B – 3	None – 0
No change within setting of Grade II listed surrounding wall of former powder magazine at West Llanion	B – 3	None – 0
No change within setting of Grade II listed former pump house	B – 3	None – 0

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No change within setting of Grade II* listed Zion Free Church, Meyrick Street	A- 4	None – 0
No change within setting of Grade II* listed forecourt railings, piers and gates at the Zion Free Church, Meyrick Street	A- 4	None – 0
No change within setting of Grade II listed Nos. 17-21 (odd) Meyrick Street	B- 3	None – 0
No change within setting of Grade II listed National Westminster Bank, Meyrick Street	B- 3	None – 0
No change within setting of Grade II listed 1Western Telegraph building, Meyrick Street	B- 3	None – 0
No change within setting of Grade II listed No. 16 Meyrick Street	B- 3	None – 0
No change within setting of Grade II listed Bethel Baptist Church	B- 3	None – 0
No change within setting of Grade II listed Section 1 of churchyard railings at Church of St John	B- 3	None – 0
No change within setting of Grade II listed Section 1 of churchyard railings at Church of St John, Bush Street	B- 3	None – 0
No change within setting of Grade II listed War Memorial, Bush Street	B- 3	None – 0
No change within setting of Grade II listed Church of St John the Evangelist	B- 3	None – 0
No change within setting of Grade II listed Section 2 of churchyard railings at Church of St John, Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 20 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 22 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 42 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 44 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 43 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 33 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 31 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 29 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 27 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 25 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 23 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 21 Church Street	B- 3	None – 0
No change within setting of Grade II listed No. 19 Church Street	B- 3	None – 0
No change within setting of Grade II listed Cambria House, Bush Street	B- 3	None – 0

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No change within setting of Grade II listed Rhiannon House, Bush Street	B- 3	None – 0
No change within setting of Grade II listed Nos. 64 and 64a Bush Street	B- 3	None – 0
No change within setting of Grade II listed No. 62 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 96 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 100 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 97 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 75 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 71 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 67 Laws Street	B- 3	None – 0
No change within setting of Grade II listed No. 65 Laws Street	B- 3	None – 0
No change within setting of Grade II listed St Andrew's Presbyterian Church, Bush Street	B- 3	None – 0
No change within setting of Grade II listed Pembroke Dock railway station	B- 3	None – 0
No change within setting of Grade II listed No. 42 Prospect Place	B- 3	None – 0
No change within setting of Grade II listed No. 43 Prospect Place	B- 3	None – 0
No change within setting of Grade II listed No. 47 Prospect Place	B- 3	None – 0
No change within setting of Grade II listed No. 50 Prospect Place	B- 3	None – 0
No change within setting of Grade II listed No. 51 Prospect Place	B- 3	None – 0
No change within setting of Grade II listed No. 30 North Street	B- 3	None – 0
Development form	3.17	Very Severe – 6
Development appearance	3.17	Severe - 5
Average Score		4.17
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Cosheston

This HLCA comprises the settlement and enclosed strip-field system of Cosheston, at the head of Cosheston Pill.

The enclosed strips of the former open fields associated with the medieval settlement surround the present village which extends east from the church. Older houses are 19th century, generally quite small but with a few larger examples. Most of the dwellings are detached but there are some short terraces.

The historic village core at the western end includes the Grade II listed Church of St Michael's and a Grade II listed former rectory. Three other buildings further to the east are also listed at Grade II.

The landscape of narrow strip fields surrounds the village but the best-preserved area is to the south, on land descending to Cosheston Pill and then ascending on the south side of the channel to the A477 road.

The proposed development would only really be visible from the western part of the HLCA, and not from any of the historic buildings. The proposal site is approximately 4.2 km from the edge of the settlement at Cosheston.

The proposed development would be seen in views that have the town of Pembroke Dock and the existing structures within the east of the dockyard in the foreground, and the large industrial complex of the Valero refinery in the background, immediately above the proposed and existing structures.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Cosheston	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
No change within setting of Grade II listed Church of St Michael	B – 3	None – 0
No change within setting of Grade II listed The Old Rectory	B – 3	None – 0
No change within setting of Grade II listed Hill House and garden wall	B – 3	None – 0
No change within setting of Grade II listed Funeral Car Tenement	B – 3	None – 0
No change within setting of Grade II listed Brewery Inn	B – 3	None – 0
Very slight change within setting of strip field system to south of village	B – 3	Very slight - 1
Development form	3	Slight – 2
Development appearance	3	Very slight - 1
Average Score		3.5
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Carew, Milton and Nash

This is a large HLCA covering land to the east of Pembroke Dock and extending as far as the village of Carew. It encloses the Cosheston HLCA and takes in all of the land on the south side of the Carew river.

The HLCA is mostly agricultural, with dispersed farms and large fairly regular fields.

Important buildings include the ruined Carew Castle, also Upton Castle, Cosheston Hall, Bangeston Hall, Welston Court, Milton House, Holyland Hotel and the fortified rectory at Carew Cheriton. Several of the larger properties sit within extensive grounds, providing an estate-like feel to those parts of the landscape.

Farmhouses are mainly in the Georgian tradition, with 19th and 20th century properties close to the water.

Archaeological sites include coastal WWII defensive structures such as gun emplacements and searchlight batteries, along with industrial sites such as quarries and limekilns.

Only the western part of the HLCA is within the 5 km buffer zone identified for this study, including the land to the west and north of Cosheston and areas around Bangeston and Brotherhill.

Land within the HLCA and also within the ZTV does not include the coastal strips as these areas are too low-lying, but rather it includes the areas of higher ground on either side of Cosheston Pill.

Views towards the proposed development have the town of Pembroke Dock and the existing structures within the east of the dockyard in the foreground, and the large industrial complex of the Valero refinery in the background, immediately above the proposed and existing structures.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Carew, Milton and Nash	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Very Slight change within setting of general historic landscape	C - 2	Very Slight - 1
No change within setting of Grade II listed SE limekiln at Pill Farm	B - 3	None - 0
No change within setting of Grade II listed NW limekiln at Pill Farm	B - 3	None - 0
No change within setting of Grade II* listed dovecote near Priory Farmhouse, also SM	A - 4	None - 0
No change within setting of Priory Farm Cave SM	A - 4	None - 0

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Very slight change within setting of Grade II listed Bangeston Hall	B - 3	Very Slight - 1
No change within setting of Grade II listed limekiln 1 km NW of Cosheston Hall	B - 3	None - 0
No change within setting of Grade II listed limekiln 2 km N of Cosheston village	B - 3	None - 0
No change within setting of defended enclosure 800 m NNE of Upton Farm – SM	A - 4	None - 0
No change within setting of Grade I listed Upton Castle	A - 4	None - 0
No change within setting of Grade II listed preaching cross at Upton Chapel	B - 3	None - 0
No change within setting of Grade I listed Upton Chapel	A - 4	None - 0
No change within setting of Grade II listed Paskeston Hall	B - 3	None - 0
No change within setting of Grade II listed Little Mayeston	B - 3	None - 0
No change within setting of Grade II listed Lower Nash corn mill	B - 3	None - 0
No change within setting of Grade II listed Church of St Mary at Lower Nash	B - 3	None - 0
No change within setting of Grade II listed Upper Nash farmhouse	B - 3	None - 0
No change within setting of Grade II listed telephone call-box at Milton Bridge	B - 3	None - 0
No change within setting of Grade II listed Milton Bridge	B - 3	None - 0
No change within setting of Grade II* listed Fortified Rectory at Carew Cheriton	A - 4	None - 0
No change within setting of Grade I listed Church of St Mary at Carew Cheriton	A - 4	None - 0
No change within setting of Grade I listed Old Mortuary Chapel in churchyard at Carew Cheriton	A - 4	None - 0
No change within setting of Grade II listed churchyard wall at Carew Cheriton	B - 3	None - 0
No change within setting of Grade II listed Grove Manor at Carew Cheriton	B - 3	None - 0
No change within setting of Grade II listed Old Almshouses at Carew Cheriton	B - 3	None - 0
No change within setting of Grade II listed Old School and Schoolteacher's House at Carew Cheriton	B - 3	None - 0
No change within setting of Grade II listed milepost at junction of A477 and A4075	B - 3	None - 0
No change within setting of Grade II listed milepost near Carew Cricket Ground	B - 3	None - 0
No change within setting of Grade II listed French Mill House at Carew	B - 3	None - 0
No change within setting of Grade II* listed French Mill and tidal barrier at Carew	A - 4	None - 0
No change within setting of Grade II* listed Carew Bridge (also SM)	A - 4	None - 0
No change within setting of Grade I listed Carew Castle (also SM)	A - 4	None - 0

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No change within setting of Grade I listed Carew Cross (also SM)	A - 4	None - 0
No change within setting of Grade II listed castle entrance gatepiers and old cobbler's shop at Carew	B - 3	None - 0
No change within setting of Grade II listed Wesley Chapel at Carew	B - 3	None - 0
No change within setting of Grade II listed Carew Inn	B - 3	None - 0
No change within setting of Grade II listed Nos. 1 & 2 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed Old Stable Cottage, No. 3 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed Castle Lodge, No. 4 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed No. 5 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed telephone call-box, opposite Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed No. 6 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed No. 7 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed No. 8 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed No. 9 Picton Terrace, Carew	B - 3	None - 0
No change within setting of Grade II listed old cottage chimney, Carew	B - 3	None - 0
No change to within settings of 20 th century coastal military installations	B - 3	None - 0
Development form	3.2	Slight - 2
Development appearance	3.2	Very Slight - 1
Average Score		3.32
Notes		
Compiled by: Mick Rawlings	Date: 18/10/19	

Historic Landscape Character Area: Pembroke Power Station

This HLCA comprises the site of Pembroke Power Station. When the HLCA description was prepared the original oil-fired power station had been decommissioned and was being demolished. Subsequently a new gas-fired power station has been built here, along with a new dock area.

To the west of the power station is a small area of farmland and scrub, with no historic buildings. There will be views towards the proposed development from this area of farmland and scrub although there is no public access into this area or any other part of the HLCA. Any view of the proposed development would be over the top of the built elements of the gas-fired power station.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Pembroke Power Station	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
No change within setting of the farmland and scrub to the west of the power station	D – 1	None – 0
Development form	1	Very slight – 1
Development appearance	1	Very slight – 1
Average Score		1.66
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Rhoscrowther

This HLCA covers a large area of land on the south side of the Haven. It includes some areas of coastline along the north and south sides of the Castlemartin peninsula, also areas of higher ground on either side of an east-west aligned ridge.

The ridge appears to have been a focus for prehistoric activity; Scheduled Monuments within the HLCA and on the ridge include a Neolithic chambered tomb (the Devil's Quoit), groups of round barrows at Wallaston and Dry Burrows and a round barrow at Corston Beacon.

Other Scheduled Monuments include: prehistoric defensive and/or settlement sites such as West Pennar Camp and the Lewiston Hall enclosure; Eastington Manor House where the late medieval tower is also a Grade I listed building and the 18th century farmhouse is listed at Grade II; and the Gravel Bay 20th century anti-aircraft battery.

Other than those mentioned above that are also Scheduled Monuments, buildings of significant historic interest include a group at Rhoscrowther comprising: the Grade I listed church of St Decumanus, a Grade II listed churchyard cross; a Grade II listed church hall and school; and the Grade II listed Hilton Farmhouse with separately Grade II listed range of outbuildings.

Another group can be found at the abandoned settlement of Pwllcrochan, comprising: the Grade II* listed former church of St Mary; the Grade II listed former national school at Pwllcrochan; and the Grade II listed former mansion (now barn) and garden arch at Old Henllan.

Important farmhouses include the Grade II listed Somerton Farmhouse; the Grade II listed Lower Castleton Farmhouse; the Grade II listed Brownslate Farmhouse and separately Grade II listed adjacent farm buildings.

Other significant buildings include: the grade II listed Corston House Hotel; the Grade II listed Images Lodge and adjoining gatepiers; the Grade II listed lookout tower and associated but separately Grade II listed Rocket Cart House; a Grade II listed limekiln at the south end of Goldborough Pill; and a Grade II listed war memorial at Freshwater West.

The ZTV indicates that the proposed development would be visible from areas of higher ground to the south and west of the Pembroke Power Station HLCA, also from the lower coastal areas on the south side of the Haven, north of the Pembroke Power Station HLCA and the Texaco Oil Refinery HLCA.

In views towards the historic dockyard from the higher ground to the south and west of the Pembroke Power Station HLCA, the proposed development would be seen behind or adjacent to the stacks and other buildings of the gas-fired power station. The town of Pembroke Dock would be visible behind the dockyard, as would the Cleddau Bridge.

In views towards the historic dockyard from the lower coastal areas on the south side of the Haven, the town of Pembroke Dock would be visible behind the proposed development, as would the Cleddau Bridge. However, the proposed new buildings A and B would be the dominant structures in that view.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Rhoscrowther	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Slight change within setting of the West Pennar Camp SM	A – 4	Slight - 2
Slight change within setting of enclosure at Lewiston Hall (SM)	A – 4	Slight - 2
No change within setting of Grade II listed limekiln at south end of Goldborough Pill	B – 3	None - 0
No change within setting of Grade II listed Brownslate Farmhouse	B – 3	None - 0
No change within setting of Grade II listed barn W of Brownslate Farmhouse	B – 3	None - 0
No change within setting of Grade II listed range of outbuildings at Brownslate Farmhouse	B – 3	None - 0
No change within setting of Grade II listed outbuilding at Brownslate Farmhouse	B – 3	None - 0
No change within setting of Grade II listed cartshed S of Brownslate Farmhouse	B – 3	None - 0
No change within setting of Grade II listed West Lodge	B – 3	None - 0
No change within setting of a group of round barrows at Dry Burrows (SM)	A – 4	None - 0
No change within setting of Grade II listed Images Lodge and adjoining gatepiers	B – 3	None - 0
No change within setting of Grade II listed Lower Castleton Farmhouse	B – 3	None - 0
No change within setting of Grade II listed Somerton Farmhouse	B – 3	None - 0
No change within setting of Grade II listed Corston House Hotel	B – 3	None - 0
Very slight change within setting of a round barrow at Corston Beacon (SM)	A – 4	Very Slight - 1
Very slight change within setting of a group of round barrows at Wallaston (SM)	A – 4	Very Slight - 1
No change within setting of Grade II listed former national school, Pwllcrochan	B – 3	None - 0
No change within setting of Grade II* listed Church of St Mary, Pwllcrochan	A – 4	None - 0
No change within setting of Grade II listed garden arch at Old Henllan, Pwllcrochan	B – 3	None - 0
No change within setting of Grade II listed stone building at Old Henllan, Pwllcrochan	B – 3	None - 0
No change within setting of Grade II listed Hilton Farmhouse, Rhoscrowther	B – 3	None - 0
No change within setting of Grade II listed outbuildings at Hilton Farmhouse, Rhoscrowther	B – 3	None - 0
No change within setting of Grade I listed Church of St Decumanus, Rhoscrowther	A – 4	None - 0

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No change within setting of Grade II listed churchyard cross at Church of St Decumanus, Rhoscrowther	B – 3	None - 0
No change within setting of Grade II listed church hall at Rhoscrowther	B – 3	None - 0
No change within setting of Grade I listed Eastington Manor House tower (also SM)	A – 4	None - 0
No change within setting of Grade II listed Eastington Farmhouse	B – 3	None - 0
No change within setting of Devil's Quoit burial chamber (SM)	A – 4	None - 0
No change within setting of Gravel Bay anti-aircraft battery (SM)	A – 4	None - 0
No change within setting of a Grade II listed war memorial at Freshwater West	B – 3	None - 0
No change within setting of Grade II listed Rocket Cart House	B – 3	None - 0
No change within setting of Grade II listed lookout tower adjacent to Rocket Cart House	B – 3	None - 0
Very slight change within setting of general historic landscape in areas south, west and north of the Pembroke Power Station HLCA	C - 2	Very Slight - 1
Development form	3.27	Moderate - 3
Development appearance	3.27	Slight - 2
Average Score		3.62

Notes

Compiled by: Mick Rawlings

Date: 18/10/19

Historic Landscape Character Area: Texaco Oil Refinery and BP Jetty

This HLCA predominantly comprises the Valero oil refinery (formerly Texaco). An area of disused BP oil storage tanks has been brought back into active use within the refinery and a disused jetty described in the HLCA text has been refurbished and is now part of the overall Valero jetty system.

The HCLA also includes Fort Popton. This was one of the series of mid-late 19th century fortifications built within the Haven to protect the naval dockyard at Pembroke Dock. It has close links with the contemporary Fort Hubberston across the Haven as these were designed to operate as a pair and for a while there was a chain between these two forts that could be used to prevent access further into the Haven. The curtains walls and gun emplacements at the fort are now a single Scheduled Monument and the main defensible part of the fort is also a Grade II* listed building.

Just to the west of the former BP jetty is the later prehistoric promontory fort of West Popton Camp. This is also a Scheduled Monument.

Fort Popton is within the secure perimeter of the Valero Refinery but is set away from the main part of this facility. One of the access routes to the main jetty for the refinery is from the edge of the fort. There are clear views out towards the mouth of the Haven and across the waterway to the contemporary Fort Hubberston, also South Hook Fort and Stack Rock Fort.

West Popton Camp is just outside the secure perimeter of the Valero Refinery and very close to one of the main jetties. The site is heavily overgrown and vegetation precludes views towards the dockyard from much of the monument.

The proposed development would not be visible from Fort Popton or West Popton Camp, or in views across these two Scheduled Monuments. There may be views towards the proposed development from locations within the Valero refinery, but these would be from a distance of 4-5 km and would be dominated by elements of the refinery.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway		Historic Landscape Character Area: Texaco Oil Refinery and BP Jetty
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
No change within setting of Grade II* listed Fort Popton (also SM)	A – 4	None – 0
No change within setting of West Popton Camp (SM)	A – 4	None - 0
Very slight change within setting of refinery	D – 1	Very Slight – 1
Development form	3	Very Slight – 1
Development appearance	3	Very Slight - 1
Average Score		3.6
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Scoveston and Burton

This HLCA covers a large area that is almost entirely rural, bordering the Haven on the eastern and western sides of Neyland. Settlement is mostly in the form of large farms and dispersed houses, fields are generally large and regular.

One of the Scheduled Monuments within the HLCA is the mid 19th century Scoveston Fort (also a Grade II listed building). Significant historic buildings include: the Grade II* listed church of St Mary at Burton with associated churchyard cross and total immersion font, both separately listed at Grade II; the Grade II listed village pump at Burton; the Grade II listed Haystone Bridge; and the Grade II listed Ashdale House.

The proposed scheme will only be visible from elevated areas within the central and eastern parts of the HCLA. It will not be visible from the church and associated historic buildings at Burton due to the existing built development of Burton, or from Ashdale House, or from Haystone Bridge.

Scoveston Fort was the only completed structure constructed for the landward defence of the naval dockyard. Although abandoned and overgrown, there are commanding views in most directions and the fort is very visible within the landscape. As might be expected, there are views out in the direction of dockyard.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Scoveston & Burton	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
No change within setting of Castle Pill enclosure (SM)	A - 4	None - 0
No change within setting of Grade II listed range of outbuildings at Castle Pill Farm	B - 3	None - 0
No change within setting of Grade II listed Hayston Bridge	B - 3	None - 0
No change within setting of Grade II listed Hayston Hall	B - 3	None - 0
No change within setting of Grade II listed courtyard of outbuildings at Hayston Hall	B - 3	None - 0
No change within setting of Grade II listed lofted outbuilding at Hayston Hall	B - 3	None - 0
Moderate change within setting of Scoveston Fort	A - 4	Moderate - 3
No change within setting of Jordanston Farm Promontory Fort and ring ditches (SM)	A - 4	None - 0
No change within setting of Grade II listed Great Westfield	B - 3	None - 0
No change within setting of Grade II listed cartshed at Great Westfield	B - 3	None - 0
No change within setting of Grade II* listed Church of St Mary, Burton	A - 4	None - 0
No change within setting of Grade II listed churchyard cross, Church of St Mary, Burton	B - 3	None - 0
No change within setting of Grade II listed total immersion font, Church of St Mary, Burton	B - 3	None - 0
No change within setting of Grade II listed milestone near Hill Mountain	B - 3	None - 0
No change within setting of Grade II listed Ashdale House	B - 3	None - 0
No change within setting of Grade II listed East Hook	B - 3	None - 0
No change within setting of Grade II listed ruined outbuilding at East Hook	B - 3	None - 0
Very slight change within setting of general historic landscape of large regular fields and dispersed farms	C - 2	Very Slight - 1
Development form	3.17	Moderate - 3
Development appearance	3.17	Slight - 2
Average Score		3.62
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Gulf Oil

This HLCA covers the former late 20th century oil refining complex to the east of Milford Haven along with a small industrial estate adjoining the village of Waterston. Subsequent to the production of the description of the HLCA, refining operations have ceased and the oil refinery has been replaced by an LNG terminal (Dragon LNG). This replacement facility includes a number of very large tanks which are visible from as far away as Dale, along with a number of large wind turbines along the southern edge of the LNG terminal. The former Gulf Oil storage tanks are now operated by Valero and the facility, including the jetty, is known as the Valero Pembrokeshire Oil Terminal. The jetty has been refurbished to accept LNG tankers.

There are no historic sites or buildings within this HLCA. There are views out towards the proposed development from the southern and south-eastern parts of the HLCA.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Gulf Oil	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Very slight change within setting of LNG terminal	D – 1	Very Slight – 1
Development form	1	Moderate – 3
Development appearance	1	Slight – 2
Average Score		3.0
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Waterston - Honeyborough

This HLCA covers a small area to the west of Neyland, including the remains of enclosed former strip fields together with the village of Waterston and the smaller settlement of Little Honeyborough.

The enclosed strip fields are best preserved to the north and east of Neyland and to the north of Waterston.

Buildings are mainly of 19th and 20th century date. There are no Scheduled Monuments or listed buildings within this HLCA.

The proposed scheme would be visible from a considerable part of this HCLA, comprising the most elevated areas around Little Honeyborough and also the lower south-facing slopes north of Hazelbeach.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Waterston - Honeyborough	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Very slight change within setting of former strip fields	C - 2	Very Slight - 1
Development form	2	Moderate – 3
Development appearance	2	Slight - 2
Average Score		4.0
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Neyland

This HLCA covers the urban locations of Neyland, Hazelbeach, Llanstadwell, Great Honeyborough and Burton Ferry. Neyland was formerly the terminus for the Great Western railway line, with connection here to vessels departing for North America and other destinations.

At Neyland itself are the remains of a former redan at Bath House Quay, built to protect the naval dockyard at the time of the American War of Independence (c. 1776). This is now a Scheduled Monument. Significant historic buildings within the HLCA include; the Grade II listed church of St Tudwal in Llanstadwell; a Grade II listed lime kiln at Church Lake; the Grade II listed Station House in Neyland along with a separately Grade II listed pillar box; a Grade II listed war memorial; a Grade II listed village pump at Great Honeyborough and the nearby Grade II listed Honeyborough Dairy.

Elements of the proposed development would be clearly visible in views from and across the Church of St Tudwal and the former redan at Bath House Quay, both of which are just over 1 km from the historic dockyard. Some elements would also be visible in views from the Grade II listed timber jetty, wall and gatepiers at Trinity House, Burton Ferry, although such views are framed by the Cleddau Bridge with the proposal site visible beneath the deck of the bridge.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Neyland	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Considerable change within setting of Grade II listed Church of St Tudwal in Llanstadwell	B - 3	Considerable – 4
Slight change within setting of Grade II listed lime kiln at Church Lake	B - 3	Slight – 2
Moderate change within setting of American War of Independence redan at Bath House Quay (SM)	A - 4	Moderate – 3
No change within setting of Grade II listed Station House, Neyland	B - 3	None - 0
No change within setting of Grade II listed pillar box adjacent to Station House, Neyland	B - 3	None - 0
No change within setting of Grade II listed war memorial, Kensington Road, Neyland	B - 3	None - 0
No change within setting of Grade II listed village pump, Great Honeyborough	B - 3	None - 0
No change within setting of Grade II listed Honeyborough Dairy	B - 3	None - 0
Very slight change within setting of Grade II listed timber jetty, wall and gatepiers at Trinity House, Burton Ferry	B - 3	Very Slight – 1
No change within setting of Grade II listed milepost, Burton Ferry	B - 3	Very Slight – 1
No change within setting of Operation Overlord hard, Burton Ferry (SM)	A - 4	None – 0
Development form	3.18	Considerable - 4
Development appearance	3.18	Moderate – 3
Average Score		4.57
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Historic Landscape Character Area: Rosemarket

This HLCA covers a small area comprising the village and fields of Rosemarket, along with some woodland located on the steep valley sides. The village has a planned morphology with a main north-south aligned street. The church of St Ishmael and a possible castle (rath) are located at the southern end of this alignment.

The only listed buildings are the church and a dovecote. Farms are generally small and buildings are mainly of 19th and 20th century date.

The proposed scheme would be visible from a small elevated area in the northern part of the HCLA.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Rosemarket	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Very slight change within setting of fields	C - 2	Very Slight - 1
No change within setting of Rosemarket Rath (SM)	A - 4	None - 0
No change within setting of Grade II listed Church of St Ishmael	B - 3	None - 0
No change within setting of Grade II* listed dovecote associated with former manor house.	B - 3	None - 0
Development form	3	Moderate – 3
Development appearance	3	Slight – 2
Average Score		3.5
Notes		
Compiled by: Mick Rawlings	Date: 18/10/19	

Historic Landscape Character Area: Houghton

This HLCA covers a small area to the north of Burton and is centred on the loosely clustered village of Houghton. The surrounding landscape is one of small regular fields with some longer strip fields.

Buildings are mainly of 19th and 20th century date, with considerable recent development. There are no Scheduled Monuments or listed buildings within this HLCA.

The proposed scheme would be visible from a small elevated area in the eastern side of the HLCA. The Cleddau Bridge would be prominent in such views, in front of or adjacent to the proposed development.

The form of the proposed Scheme viewed from within this HLCA will be seen as substantial, with Buildings A and B up to 40 m high, but in the context of existing dockyard buildings and other industrial structures and complexes within the area.

The architectural treatment and colour of Buildings A and B within the proposed Scheme have been key considerations in attempting to achieve a successful integration with the existing character of the historic landscape.

Historic Landscape Area: Milford Haven Waterway	Historic Landscape Character Area: Houghton	
ASIDOHL2 Stage 3b:		
Assessment of Indirect, Visual Impacts on Historic Character Area		
Development: Pembroke Dock Infrastructure		
Impacts	Category & Score	Magnitude & Score
Very slight change within setting of former strip fields	C - 2	Very Slight - 1
Development form	2	Slight - 2
Development appearance	2	Very Slight - 1
Average Score		3.33
Notes		
Compiled by: Mick Rawlings		Date: 18/10/19

Appendix 2

ASIDOHL2 Stage 4: Evaluation of relative importance

HLCA Pembroke Dock

The part of this HLCA that is most affected by the proposed scheme contains historic dockyard elements and military defensive structures. These elements are not particularly rare within the HLCA but increasingly rare at the registered landscape and national level. This part of the historic landscape is well-documented, and the elements have good group value at the HLCA level, decreasing at registered landscape and national level.

Survival of this part of the historic landscape is good, as is its condition, whilst the coherence and integrity of the main elements is very good and there is good potential for future study at a landscape level. There is also good potential for amenity use and very good association with historical events.

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

REPORT

Coherence	√
Integrity	√
Potential	√
Amenity	√
Associations	√

Relative importance of the part of HLCA Pembroke Dock affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
45	47	47
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
81.82	85.45	85.45

HLCA Cosheston

Those parts of this HLCA that are most affected by the proposed Scheme are the narrow strip fields to the south of the village. These have very good group value at the HLCA level, reducing at registered historic landscape and national level.

Survival and condition of the strip fields is very good, as is coherence and integrity. There is good potential for future study at a landscape level, but very little potential for amenity use, and no known associations with historical events or persons.

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

REPORT

Group Value	√		
Survival	√		
Condition	√		
Coherence	√		
Integrity	√		
Potential		√	
Amenity			√
Associations			√

Relative importance of the part of HLCA Cosheston affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
40	38	37
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
72.73	69.09	67.27

HLCA Carew, Milton and Nash

The part of this HLCA that is most affected by the proposed Scheme is the general historic landscape of large fields and dispersed farms. These historic landscape elements are not rare within the HLCA and even less rare at the registered landscape and national level. There is some documentation but low group value at the HLCA level, remaining low at registered landscape and national level.

Survival of this historic landscape type is good; its condition is moderate as are its coherence and integrity, with a greater potential for future study at a landscape level. There is limited potential for amenity use and few known associations.

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

REPORT

Potential	√	
Amenity		√
Associations		√

Relative importance of the part of HLCA Carew, Milton and Nash affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
29	29	31
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
52.73	52.73	56.36

HLCA Pembroke Power Station

The part of this HLCA that is most affected by the proposed Scheme is the power station itself. This element is not rare within the HLCA becoming much rarer at the registered landscape and national level. It is well-documented and the elements within the power station have high group value.

Survival and condition of the elements within the power station is very high, whilst the coherence and integrity of this part of the historic landscape is also very high. Its potential for future study at a landscape level is poor, as is the potential for amenity use and for association with historical figures and events.

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

Potential	√
Amenity	√
Associations	√

Relative importance of the part of HLCA Pembroke Power Station affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
39	39	37
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
70.91	70.91	67.27

HLCA Rhoscrowther

Those parts of this HLCA that are most affected by the proposed Scheme contain a prehistoric enclosure and a group of prehistoric round barrows, also a Grade II listed house. All of these prehistoric elements are moderately rare within the HLCA but less rare at the registered landscape and national level. The historic landscape is moderately well-documented. The elements have moderate group value at the HLCA level.

Survival and integrity of these elements of the historic landscape sites is good, whilst condition is moderate, coherence is very good. There is some potential for future study at a landscape level but not for amenity use. There are few known important associations with historical events or persons.

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

REPORT

Potential	√	
Amenity		√
Associations		√

Relative importance of the part of HLCA Rhoscrowther affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
34	30	29
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
61.82	54.55	52.73

HLCA Texaco Oil Refinery and BP Jetty

The part of this HLCA that is most affected by the proposed Scheme is the refinery itself. This element is not rare within the HLCA becoming rarer at the registered landscape and national level. It is well-documented and the elements within the refinery have high group value.

Survival and condition of the elements within the refinery is very high, whilst the coherence and integrity of this part of the historic landscape is also very high. Its potential for future study at a landscape level is poor, as is the potential for amenity use and for association with historical figures and events.

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

REPORT

Potential	√
Amenity	√
Associations	√

Relative importance of the part of HLCA Texaco Oil Refinery and BP Jetty affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
39	38	37
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
70.91	69.09	67.27

HLCA Scoveston and Burton

The part of this HLCA that is most affected by the proposed Scheme includes the mid 19th century Scoveston Fort. This element is rare within the HLCA, less so at the registered landscape and national level. It is reasonably well-documented but has poor group value at the HLCA level, more so at registered landscape and national level.

Survival of the fort is good; its condition is moderate as is its coherence and integrity. Its potential for future study at a landscape level is low, although there is some potential for amenity use and a good association with historical figures and events.

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

REPORT

Potential		√
Amenity		√
Associations	√	

Relative importance of the part of HLCA Scoveston and Burton affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
37	40	42
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
67.27	72.72	76.36

HLCA Gulf Oil

The part of this HLCA that is most affected by the proposed Scheme is the Dragon LNG Terminal. This element is common within the HLCA becoming rarer at the registered landscape and national level. It is reasonably well-documented but has limited group value at the HLCA level, increasing at registered landscape and national level.

Survival of the LNG Terminal is good; its condition, coherence and integrity are good. Its potential for future study at a landscape level is low, as is the potential for amenity use and for association with historical figures and events.

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

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Potential	√
Amenity	√
Associations	√

Relative importance of the part of HLCA Gulf Oil affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
39	39	39
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
70.91	70.91	70.91

HLCA Waterston - Honeyborough

The part of this HLCA that is most affected by the proposed Scheme is the overall field pattern of smaller strip fields in the more elevated areas. This element is rare within the HLCA, but less rare at the registered landscape and national level. It is reasonably well-documented and has good group value at the HLCA level and at the registered landscape and national level.

Survival and condition of the strip fields is very good, as is coherence and integrity are good. There is good potential for future study at a landscape level, but limited potential for amenity use, and no known association with historical figures or events.

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

Potential	√	
Amenity		√
Associations		√

Relative importance of the part of HLCA Waterston - Honeyborough affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
40	38	37
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
72.72	69.09	67.27

HLCA Neyland

The part of this HLCA that is most affected by the proposed Scheme contains the Grade II listed Church of St Tudwal and the Scheduled American War of Independence redan at Bath House Quay. These elements are rare within the HLCA; the redan is also rare at the registered landscape and national level. It is poorly documented and has limited group value at the HLCA level and at the registered landscape and national level.

Survival of the redan is fair; as is its condition. Overall coherence and integrity of the part of the HLCA affected are low. Its potential for future study at a landscape level is also low, as is the potential for amenity use, but association with historical figures and events is high.

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

Integrity		√
Potential		√
Amenity		√
Associations	√	

Relative importance of the part of HLCA Neyland affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
25	25	25
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
45.45	45.45	45.45

HLCA Rosemarket

The part of this HLCA that is most affected by the proposed Scheme is the general historic landscape of small regular fields. These historic landscape elements are common within the HLCA and at the registered landscape and national level. There is some limited documentation but low group value at the HLCA level, remaining low at registered landscape and national level.

Survival of this historic landscape type is moderate as is its condition, coherence and integrity, with a limited potential for future study at a landscape level. There is also limited potential for amenity use and no known associations with historical events or persons.

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

Potential	√	
Amenity		√
Associations		√

Relative importance of the part of HLCA Rosemarket affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
24	22	22
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
43.63	40.00	40.00

HLCA Houghton

The part of this HLCA that is most affected by the proposed Scheme is the general historic landscape of small regular fields with some longer strip fields. These historic landscape elements are common within the HLCA and at the registered landscape and national level. There is some limited documentation and moderate group value at the HLCA level, remaining moderate at registered landscape and national level.

Survival of this historic landscape type is good as is its condition, coherence and integrity, with a good potential for future study at a landscape level. There is also limited potential for amenity use and no known associations with historical events or persons.

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

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Potential	√	
Amenity		√
Associations		√

Relative importance of the part of HLCA Houghton affected by development

Average score (a) out of 55	Average score (b) out of 55	Average score (c) out of 55
31	28	27
÷ 55, x 100	÷ 55, x 100	÷ 55, x 100
56.36	50.91	49.09

Appendix 3

ASIDOHL2 Stage 5: Assessment of overall significance of impact

HLCA Pembroke Dock

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements comprise a considerable number of 19 th -20 th century structures, including dockyard buildings, military structures and workers housing. These are rare within the registered landscape and have very good group value.	Loss of significant structures, visual intrusion causing key elements to be changed so that group value and integrity are diminished.	Development impact on key elements is such that there is appreciable reduction in the overall value of the registered landscape.
Score: 10	Score: 6	Score: 6
Total Score for HLCA: 10 + 6 + 6 = 22		
Overall significance of impact for HLCA: Severe		

HLCA Cosheston

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include the historic village core and the surrounding strip fields, particularly the area to the south of the settlement.	No loss of land containing key elements, but there will be visual intrusion causing very slight change within the setting of the best-preserved area of strip fields, any reduction in value and integrity would be negligible.	Development impact on key elements is such that the overall value of the registered landscape remains unchanged.
Score: 7	Score: 1	Score: 1
Total Score for HLCA: 7 + 1 + 1 = 9		
Overall significance of impact for HLCA: Slight		

HLCA Carew, Milton and Nash

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements are mainly castles and manor houses – these have some group value and are found in other HLCAs in the registered landscape. There are also 20 th century military installations – these too are found in other HLCAs in the registered landscape.	No loss of land containing key elements, but there will be visual intrusion causing very slight change within the setting of the overall historic landscape, any reduction in value and integrity would be negligible.	Development impact on key elements is such that the overall value of the registered landscape remains unchanged.
Score: 6	Score: 1	Score: 1
Total Score for HLCA: 6 + 1 + 1 = 8		
Overall significance of impact for HLCA: Slight		

HLCA Pembroke Power Station

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a 21 st century power station and a small area of farmland and scrub. The power station is rare within the registered landscape but not of any intrinsic value. The farmland is common within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the overall value of the registered landscape remains unchanged.
Score: 7	Score: 1	Score: 1
Total Score for HLCA: 7 + 1 + 1 = 9		
Overall significance of impact for HLCA: Slight		

HLCA Rhoscrowther

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a Neolithic chambered tomb, several prehistoric round barrows, two later prehistoric enclosures, a mid-19 th century fort, some 20 th century military installations and a number of historic buildings. The chambered tomb is rare within the HLCA and within the registered landscape. The round barrows and prehistoric enclosures are common within the registered landscape but have good group value. The 20 th century military installations are less rare within the registered landscape but still have some group value. The historic buildings have good group value but are less rare within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the overall value of the registered landscape remains unchanged.
Score: 5	Score: 1	Score: 1
Total Score for HLCA: 5 + 1 + 1 = 7		
Overall significance of impact for HLCA: Slight		

HLCA Texaco Oil Refinery and BP Jetty

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a mid-19 th century fort, a later prehistoric coastal promontory fort and a 20 th century oil refinery. The mid-19 th century fort has some group value with similar structures within the registered landscape as does the later prehistoric coastal promontory fort. Both are rare within this HLCA but less rare within the registered landscape. The oil refinery has some group value with similar facilities within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the overall value of the registered landscape remains unchanged.
Score: 5	Score: 1	Score: 1
Total Score for HLCA: 5 + 1 + 1 = 7		
Overall significance of impact for HLCA: Slight		

HLCA Scoveston and Burton

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a mid-9 th century fort and several historic buildings. The fort has good group value with other similar structures within the registered landscape and is rare within this HLCA. The historic buildings have some group value but are common within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing noticeable changes to elements and their values.	Development impact on key elements is such that the overall value of the registered landscape is slightly reduced.
Score: 7	Score: 4	Score: 2
Total Score for HLCA: 7 + 4 + 2 = 13		
Overall significance of impact for HLCA: Moderate		

HLCA Gulf Oil

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a 20 th century oil refinery and 21 st century LNG terminal. These are common within this HLCA but less common within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the value of the registered landscape remains essentially unchanged.
Score: 7	Score: 1	Score: 1
Total Score for HLCA: 7 + 1 + 1 = 9		
Overall significance of impact for HLCA: Slight		

HLCA Waterston - Honeyborough

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include an area of former strip fields. These are rare within this HLCA but less rare within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the value of the registered landscape remains essentially unchanged.
Score: 7	Score: 1	Score: 1
Total Score for HLCA: 7 + 1 + 1 = 9		
Overall significance of impact for HLCA: Slight		

HLCA Neyland

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a number of historic buildings and an 18 th century military structure. The historic buildings have good group value and are rare within this HLCA but less rare within the registered landscape. The military structure is rare within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing noticeable changes to elements and their values.	Development impact on key elements is such that the overall value of the registered landscape is slightly reduced.
Score: 6	Score: 4	Score: 3
Total Score for HLCA: 6 + 4 + 3 = 13		
Overall significance of impact for HLCA: Moderate		

HLCA Rosemarket

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include a number of historic buildings. The historic buildings have good group value and are rare within this HLCA but less rare within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the value of the registered landscape remains essentially unchanged.
Score: 5	Score: 1	Score: 1
Total Score for HLCA: 5 + 1 + 1 = 7		
Overall significance of impact for HLCA: Slight		

HLCA Houghton

Value of HLCA	Impact of Development	Reduction of value of the historic landscape on the Register
Key elements include an area of former strip fields. The fields have good group value and are rare within this HLCA but less rare within the registered landscape.	No loss of land containing key elements, but there will be marginal visual intrusion causing negligible changes to elements and their values.	Development impact on key elements is such that the value of the registered landscape remains essentially unchanged.
Score: 5	Score: 1	Score: 1
Total Score for HLCA: 5 + 1 + 1 = 7		
Overall significance of impact for HLCA: Slight		



FIGURES