HORIZON NUCLEAR POWER

WYLFA NEWYDD

ENERGY WORKING FOR BRITAIN

Wylfa Newydd Project

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10 Landscape and visual

10.1 Introduction

10.1.1 This chapter describes the assessment of potential landscape and visual effects resulting from the construction, operation and decommissioning of the Park and Ride Facility at Dalar Hir (hereafter referred to as 'Park and Ride').

10.1.2 Please refer to chapter B10 (landscape and visual) (Application Reference Number: 6.2.10) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the landscape and visual assessment; and assessment methodologies and criteria.

10.2 Study area

10.2.1 This section describes the study area relevant to the landscape and visual assessment for the Park and Ride.

10.2.2 The overarching Park and Ride study area for the definition of the baseline landscape and visual conditions has been broadly defined by the extent to which the Park and Ride is likely to be visible from the surrounding landscape. This has been determined by a combination of computer-generated Zone of Theoretical Visibility (ZTV) mapping, as described in section 10.4 of chapter B10 (landscape and visual) (Application Reference Number: 6.2.10), and site appraisal.

10.2.3 Figure F10-1, the ZTV plan, (Application Reference Number: 6.6.38) shows theoretical visibility of the Park and Ride within the surrounding landscape which has been used to help define the overarching 6km study area.

10.2.4 Although theoretical visibility of the Park and Ride is largely confined to within 6km from the Park and Ride, as shown on Figure F10-1 (Application Reference Number: 6.6.38), site appraisal has shown that actual views beyond 3km are likely to be limited by vegetation and other features. There are therefore unlikely to be any significant effects on landscape character and visual receptors beyond 3km. Therefore, the detailed Park and Ride study area for the assessment of landscape and visual receptors extends 3km from the Park and Ride.

10.3 Baseline environment

10.3.1 This section provides a summary of the baseline conditions for landscape and visual within the detailed study area described in section 10.2.

10.3.2 The landscape or visual baseline for the key receptors was identified following baseline studies and an understanding of the potential effects likely to arise from the construction, operation and decommissioning of the Park and Ride.

10.3.3 For a landscape or visual effect to occur, there must be a link between the source of the effect and the receptor. This would result from either a direct physical effect on the landscape, or intervisibility between the receptor and the construction, operation and decommissioning activities of the Park and Ride,

which result in a direct visual effect on the viewer, or an indirect effect on landscape character.

10.3.4 In accordance with the *Guidelines for Landscape and Visual Impact Assessment* [RD1], key landscape and visual receptors have been identified as set out below. Landscape or visual receptors within the detailed study area that would have no intervisibility with the construction, operation and decommissioning works for the Park and Ride have not been included as potential receptors.

Landscape

Landscape receptors

10.3.5 The two types of landscape receptors that have been identified are:

- specific landscape elements; and
- landscape character.

10.3.6 However, effects on landscape elements would also have an effect on the landscape character. As such, the assessment of effects on landscape elements has been incorporated into the assessment of effects on landscape character.

10.3.7 The principal landscape elements that have been considered within the detailed study area comprise:

- landform;
- trees and woodland;
- field boundaries, including hedgerows and stone walls;
- water bodies; and
- pasture.

Local landscape context

10.3.8 Figure F10-2 (Application Reference Number: 6.6.38) illustrates local landscape context and figure F10-3 (Application Reference Number: 6.6.39) illustrates local topography influencing the site of the Park and Ride. For the purposes of this assessment, this has been defined by the 3km detailed study area.

10.3.9 The topography of the immediate area is relatively flat, ranging between 20 and 25 metres Above Ordnance Datum (m AOD) although the landscape is influenced by the low drumlin landforms, rising up to 50m AOD, which create a gently undulating landscape. To the south of the A5 and A55, the ground rises to the nearest of the drumlin features (34m AOD), between the site of the Park and Ride and the settlement of Llanfihangel-yn-Nhywyn.

10.3.10 Hedgerows along field and road boundaries are the dominant vegetation type in the detailed study area. There are varying degrees of hedgerow management evident, resulting in some overgrown or gappy hedgerows. Woodland blocks and trees within the detailed study area are limited, and generally located around farms, or on the edges of settlements as shelterbelts.

A woodland belt, approximately 15m wide, is becoming established along the southern proposed site boundary, filtering views from the A5.

10.3.11 A network of small streams and wet ditches drain the area between the characteristic drumlin landforms. There are areas of heath and rocky outcrops and small water bodies, for example within Llynnau y Fali - Valley Lakes Site of Special Scientific Interest, located approximately 1.2km to the south-west; Llyn Traffwll Site of Special Scientific Interest, located 900m south; and Llyn Dinam Special Area of Conservation.

10.3.12 Away from the villages, settlement is scattered, separated by rolling landscape, with large farms being notable throughout the area. A network of generally short-distance local footpaths cross the detailed study area, linking to other footpaths and surrounding settlements. The National Cycle Network (NCN) 8 follows a rural route to the south of the A55.

10.3.13 The major roads, A5 and A55, are notable linear features emphasised by raised junctions, linear belts of roadside planting and large road signs. Local roads weave through the rural landscape linking the settlements and occasional farms and residential properties.

10.3.14 The few surrounding villages are small and compact, and tend to have a limited influence on the rural landscape due to the undulating topography and surrounding small vegetation blocks. The nearest village to the Park and Ride would be Llanfihangel-yn-Nhywyn, located approximately 400m to the south of the site. The village of Caergeiliog would be 900m to the south-west, and Bodedern 1.5km to the north of the site. Away from the villages, settlement is limited to farmsteads and houses scattered within the rural area.

10.3.15 There are several Listed Buildings scattered within the farmland, many of which are farm buildings, further enhancing the connection of the landscape with agriculture. Scheduled Monuments are present within the landscape, two of which, a medieval cemetery and a prehistoric hut circle, are within 2km of the site of the Park and Ride. Further information on historic features and elements can be found within chapter F11 (cultural heritage) (Application Reference Number: 6.6.11) of this Environmental Statement.

Landscape description of the site

10.3.16 The site of the Park and Ride extends approximately 800m on an east to west axis, and 200m wide, thinning to 50m wide at the western tip. The Park and Ride would extend from the elevated A55-A5 Junction 4 interchange to the Cartio Môn Go-Karting Centre; and north to south from the almost continuous hedgerow boundary to the woodland belt and adjacent A5. The topography is generally level at 20m AOD across the Park and Ride with some small topographical variations.

10.3.17 The small to medium sized field pattern of the site of the Park and Ride is defined by generally intact, well maintained hedgerows and a strong but overgrown hedgerow boundary that marks the northern extent of the site, as shown on figure F10-2 (Application Reference Number: 6.6.38). A dry-stone wall and woodland belt form the southern boundary between the Park and Ride and the A5.

10.3.18 A small stream, the Nant Dalar Hir, crosses the site from north to south and several ditches connect to this, including a ditch near the now demolished Dalar Hir Farmhouse. The farm buildings are still in use for cattle and storage.

Landscape character

10.3.19 A review of published landscape character information has been carried out in order to gain an understanding of the nature and value of the landscape character in the detailed study area.

10.3.20 A summary description of landscape character is provided below. Descriptions are taken from published sources of landscape character, as set out in further detail in appendix F10-1 (published sources of landscape character) (Application Reference Number: 6.6.27).

10.3.21 Published sources exist at various scales, from national level down to the more local level: *LANDMAP Cultural Landscape [RD2], Geological Landscape [RD3], Historic Landscape [RD4], Landscape Habitats [RD5], and Visual and Sensory [RD6] datasets (LANDMAP)* Level 3 descriptions of aspect areas.

10.3.22 Although theoretical visibility of the Park and Ride extends up to 6km from the Park and Ride, site surveys suggest that due to screening by vegetation, there are unlikely to be any significant effects on landscape character beyond 3km. The following description of landscape character therefore focuses on the area where there is a likely potential for significant effects.

Isle of Anglesey Area of Outstanding Natural Beauty (AONB)

10.3.23 The Isle of Anglesey AONB [RD7] is located approximately 2.5km to the north-west and 2.5km to the south-west of the site of the Park and Ride, as shown on figure F10-4 (Application Reference Number: 6.6.38). Figure F10-1 (Application Reference Number: 6.6.38) shows the potential intervisibility with the Isle of Anglesey AONB is limited to small areas to the north-west and south-west. However, site surveys have confirmed that, due to distance and intervening vegetation, activities associated with the construction, operation and decommissioning of the Park and Ride would be imperceptible from within the AONB. Therefore, the Isle of Anglesey AONB has not been included in this assessment of effects.

Special Landscape Areas (SLA)

10.3.24 The closest SLAs to the site of the Park and Ride are 14: Mynydd Mechell SLA, located approximately 10km to the north of the site; and 11: Maltreath Marsh and Surrounds SLA, located approximately 9km to the south-east. These areas both lie considerably beyond the overarching study area adopted to identify potentially significant effects. Therefore, it is considered that the proposals would not give rise to direct or indirect effects on these SLAs and they have been discounted as receptors for this assessment.

Isle of Anglesey County Council Landscape Strategy, Update 2011

10.3.25 Published sources of landscape character, described in the *Anglesey Landscape Strategy Update 2011* [RD8], identify the following Landscape Character Areas (LCAs) shown on figure F10-4 (Application Reference Number: 6.6.38) that lie within the detailed study area of the construction,

operation and decommissioning activities, and whose character may be influenced to some extent by the activities.

- LCA 5: North West Anglesey, extending over the majority of the Park and Ride to the west, is described as having an extensive drumlin field resulting in a classic 'basket of eggs' description for the landscape. The hillocks run south-west to north-east and the majority have a land cover of improved grassland. There are also areas of marsh, scrub and rocky outcrops at Mynydd y Garn and Mynydd Mechell. Wind farms form a distinctive feature in the landscape.
- LCA 17: West Central Anglesey, extending over the eastern section of the site, is described as the rural heartland of Anglesey with undulating topography and rock outcrops influenced by underlying geology. Land cover is predominantly improved grassland broken up by mires, trees, hedgerows and hedge banks.

Natural Resources Wales LANDMAP Level 3 information

10.3.26 The detailed study area has been analysed in more detail within the Natural Resources Wales *LANDMAP* Level 3 dataset. The *LANDMAP* Visual and Sensory Aspect Areas (VSAAs) [RD6], shown on figure F10-4 (Application Reference Number: 6.6.38), provide some information on the local landscape character covering the detailed study area and comprise the following:

- North West Drumlins. 'Basket of eggs' glacial landscape of smooth oval hillocks with damp hollows. Land cover of medium sized, rolling to undulating, pasture fields with hedgerow boundaries. Small villages, hamlets and scattered farms linked by small roads. Settled character in an unremarkable but tranquil, pleasant landscape.
- Caergeiliog craggy lowlands. This area of low-lying land is south of the A55, east of Four Mile Bridge. The small scale of the fields and twisting lanes is in contrast to the A55 and to Royal Air Force (RAF) Valley, both of which substantially intrude upon, and detract from, the overall landscape, with movement and extreme noise.
- A55 corridor. The A55 dual-carriageway crosses Anglesey diagonally and has six interchanges, with intrusive raised roundabouts, signs and lighting. On the whole, the corridor fits well into the gently undulating topography and is not particularly conspicuous. It has shallow cuttings and embankments, with mainly hedges alongside. From the road there are views across the pleasant countryside and more dramatic views of the coast towards Holyhead.
- Llanfighangel-yn-Nhywyn. This village is spread out along the B road between the A55 and RAF Valley. The southern part, nearer the airfield, is a typical RAF base with forces' housing and expanses of neat mown grass. The northern part is mainly housing estates, with a few shops. Adjacent natural lakes help bring some character to this otherwise very ordinary settlement. Noise from jets is very intrusive in this area during

weekdays. Small areas of agricultural and/or wild land are included where they form an important part of the setting of the settlement.

- Bodedern. This is a medium sized village in the centre of northern Anglesey, 1.5km north of the A55. It has a small older core but comprises mainly unattractive late twentieth century housing estates and a large school on the outskirts. It is generally a compact village with little sense of place. Noise from jets is intrusive in this area during weekdays. Small areas of agricultural and/or wild land are included where they form an important part of the setting of the settlement.

Applicability of published landscape character information

10.3.27 The Park and Ride lies within the LCA 5: North West Anglesey, LCA 17: West Central Anglesey, *LANDMAP* VSAA North-west Drumlins, VSAA A55 Corridor and is adjacent to VSAA Llanfighangel-yn-Nhywyn, VSAA Bodedern and VSAA Caergeiliog craggy lowlands.

10.3.28 The rural landscape surrounding the Park and Ride is considered to be representative of these LCAs, although the presence of the A5 and A55 decrease tranquillity and, together with a transmission tower and windfarms, increase the presence of man-made structures in the landscape.

Landscape value

10.3.29 Landscape and related designations provide a starting point for the assessment of landscape value. The value of designations and other areas within the detailed study area have been assessed as listed below.

- High: Settings of Listed Buildings which, although addressed within chapter F11 (Application Reference Number: 6.6.11), contribute to landscape value. (No potential landscape receptors within the detailed study area have been identified as being of high landscape value.)
- Medium: LCAs considered to be of community value
- Low: Landscapes which do not have any formal designation, and are considered to be only low value to communities. (No potential landscape receptors within the detailed study area have been identified as being of low landscape value.)

10.3.30 Other factors taken into consideration when assessing landscape value for the local landscape character included the presence of adjacent features including the A5 and A55, which tend to lower the landscape value in close proximity. Conversely some features such as the existing woodland to the north-east and dry stone walls, could be said to elevate the value of the landscape character.

10.3.31 The undulating landform is considered to contribute to the scenic quality of the surrounding landscape.

10.3.32 Trees, woodland and scrub present within the detailed study area are in variable condition and states of management, but overall are considered to be of medium value for the contribution they make to the scenic quality and recreational value in softening the visual effect of the adjacent transport

corridor in local views. Similarly, field boundaries, which comprise a mix of hedgerows and dry stone walls, are considered fairly typical of the locality and in variable condition and therefore of medium value overall.

10.3.33 The existing ditches and Nant Dalar Hir watercourse within the Park and Ride are relatively minor features within the detailed study area in their present form. They are therefore considered to be of low landscape value.

10.3.34 The local landscape character of the detailed study area is therefore considered on balance to be of medium landscape value. This assessment recognised the value of the detailed study area key characteristics in the context of the adjacent A55.

Visual

Extent of visibility and effects of distance

10.3.35 Figure F10-1 (Application Reference Number: 6.6.38) shows that theoretical visibility of the bus facilities building, parked cars and buses parked within the Park and Ride would be largely concentrated within a radius of 6km from the centre of the site. However, site visits have confirmed that actual views of the Park and Ride proposals from publicly accessible locations are likely to be very limited beyond 3km and would be confined to a small number of middle distant publicly accessible viewpoints from elevated ground.

10.3.36 Views and potential visual receptors within the detailed study area are described below. The viewpoint locations are shown on figure F10-5 (Application Reference Number: 6.6.38). A series of photographs are provided in appendix F10-4 (representative viewpoints) (Application Reference Number: 6.6.30).

10.3.37 The gently undulating nature of the drumlin landscape, shown on figure F10-3 (Application Reference Number: 6.6.38), high hedgerows and tree groups limit visibility through the area. From the more elevated location directly to the south, the minor road provides more distant views, although still constrained within the detailed study area. The Cartio Môn Go-Karting Centre to the east is a prominent and notable feature due to the building's large profile, white rendered walls and slightly elevated location. The A55 and A5 main carriageways are notable for their linear planting belts, elevated junctions and bridges and the visual effects from moving traffic. Vertical elements of note include the transmission tower on a nearby drumlin, lighting columns on the A55-A5 Junction 4 interchange and many telegraph poles throughout the detailed study area.

10.3.38 Views in and around the Park and Ride are generally local or middle distance views (see table F10-1), limited by surrounding, very gently rising ridgelines, and, to the south, restricted by the nearby drumlin feature. There are middle distance views north-west, to a low ridge line approximately 2.5km away.

10.3.39 Views towards the Park and Ride are most evident from the adjacent A5 Holyhead Road, the A55-A5 Junction 4 interchange and London Road. The minor road, including NCN 8 to the south-west, provides open elevated views although only for a very short section of the road. However, from this location the Park and Ride is viewed in the context of the A5 and A55. Otherwise,

views are often interrupted by topography and vegetation such as the notable high hedgerows between Bodedern to the north and the site of the Park and Ride, tree groups at Cefn Rhosydd, Dalar Bach, and the Gwyddfor Residential Home to the north.

Description of existing views (by receptor)

10.3.40 Representative viewpoints provide visual context and are supplemented by descriptions of individual receptors, with locations shown in figure F10-5 (Application Reference Number: 6.6.38) and panorama photos in appendix F10-4 (Application Reference Number: 6.6.30). The detailed descriptions of the baseline views from the representative viewpoints are included in appendix F10-3 (landscape effects schedule) (Application Reference Number: 6.6.29).

Table F10-1 Distance categories

Nature of view	Distance
Local views	Up to 1km
Middle distance views	1km to 5km
Distant views	5km to 10km

10.3.41 Existing daytime views within the detailed study area are described below by reference to the main groups of visual receptors.

10.3.42 Principal visual receptors comprise the following groups of people:

- recreational receptors including walkers on Public Rights of Way (PRoWs) and visitors to the Cartio Môn Go-Karting Centre;
- community receptors in Llanfihangel-yn-Nhywyn, Bodedern and Gwyddfor Residential Home; and
- transient receptors including travellers on the A5 and A55 and users of the local road network (mainly vehicle travellers but with limited numbers of cyclists and pedestrians).

10.3.43 For the viewpoint locations in table F10-2 refer to appendix F10-4 (Application Reference Number: 6.6.30). Representative viewpoints, informed by consultation with Natural Resources Wales and Isle of Anglesey County Council, have been chosen within the detailed study area to show representative views from the visual receptors listed above.

Table F10-2 Viewpoint locations

Viewpoint Number	Viewpoint description
Recreational receptors	
3	Representative view from near a PRoW and also a minor road north of Llanfihangel-yn-Nhywyn
4 (photomontage viewpoint 4)	Representative view from the near-by business, Cartio Môn Go-Karting Centre
5	Representative view from NCN 8, also minor road to the south (east of Llanfihangel-yn-Nhywyn)
Community receptors	
1	Representative view showing potential character of view for community within Bodedern towards the Park and Ride
3	Representative view for community in Llanfihangel-yn-Nhywyn, also minor road to the south
6	Representative view showing intervisibility between Gwyddfor Residential Home and the Park and Ride
Transient receptors	
1	Representative view from minor road to the north between Bodedern and the A5
2 (photomontage viewpoint 2)	Representative view for travellers on the A55-A5 Junction 4 interchange, the A5 and London Road
3	Representative view from minor road and PRoW to the north of Llanfihangel-yn-Nhywyn, and the settlement of Llanfihangel-yn-Nhywyn
5	Representative view from minor road to the south, also NCN 8
6	Representative view showing intervisibility between the A5 and the Park and Ride
	Users of the A55 - no representative viewpoint is available from the A55 as there were no convenient stopping locations on the busy road

Recreational receptors

10.3.44 The views of walkers on local PRoWs vary according to distance, direction and intervening topography and vegetation. Generally, local footpaths (within 1km) are located away from elevated locations with local views. Views from more distant footpaths (1km–2km from the site) become screened by topography and vegetation. There are views from a single footpath within the northern part of Llanfihangel-yn-Nhywyn (viewpoint 3) towards the site of the Park and Ride. The A55-A5 Junction 4 interchange and A55 are noticeable in views and detract from the quality of the view. Views from local PRoWs are considered to be of medium value as the nature of the view from the route generally forms an important part of the experience and visual amenity enjoyed by people using it.

10.3.45 Other footpaths nearby have no views due to intervening topography and/or vegetation and include a PRoW to the north between Cefn Rhosydd and Dalar-Bach; a PRoW to the east at Bryndu and PRoWs located on a series of slightly elevated ridges to the north and east of Bryngwran; a footpath on the Alltwen Goch minor road to the south.

10.3.46 The NCN 8 passes through Llanfihangel-yn-Nhywyn and follows an east/west route broadly parallel and south of the A55 for a number of kilometres. Cyclists have elevated, partially filtered, local views (viewpoint 5) towards the Park and Ride site for approximately 200m before vegetation and topography obscure views. The NCN 8 between Holyhead and Cardiff is recognised as a national route and views from this route are therefore considered to be of high value.

10.3.47 The Cartio Môn Go-Karting Centre is in a slightly elevated location with middle distance views of the surrounding undulating landscape and rural character. The Cartio Môn Go-Karting Centre has open views towards the site of the Park and Ride. The value of the views from the centre described above is considered to be low, due to the staff and visitors' main purpose being the activity on offer at the centre, rather than the setting itself.

Community receptors

10.3.48 The settlement of Llanfihangel-yn-Nhywyn is located within a pastoral landscape. The settlement has middle distance views from the south, east and west of the settlement over a flat relatively open landscape. Local views to the north are of the nearby undulating drumlin features and the A55-A5 junction 4 interchange. The settlement is predominantly of two-storey, semi-detached housing which limits, or focuses, most community views. Receptors generally have local views, restricted by surrounding topographical changes and hedgerows. The community views are mostly considered to be of medium value.

10.3.49 The settlement of Bodedern is located approximately 1.6km north of the Park and Ride within a pastoral landscape. Views within the settlement are generally local or middle distance, restricted by surrounding housing and vegetation. The views south towards the site of the Park and Ride are partially filtered by intervening vegetation (viewpoint 1). There are no views for pedestrians on local roads and footways. The community views are considered to be of medium value.

10.3.50 Gwyddfor Residential Home (viewpoint 6), to the north-east of the Park and Ride, is located within a pastoral landscape in a relatively tranquil location surrounded by a mature tree group. Views are generally restricted by other buildings within the site or by tree groups. Gwyddfor Residential Home does, however, have focussed and relatively open views south-west towards the Park and Ride. Gwyddfor Residential Home community views are considered to be of a medium value.

Transient receptors

10.3.51 Within the detailed study area are a number of transient receptors including users of the A55, A5 (viewpoints 2 and 6) and a small number of minor roads (viewpoints 1, 3 and 5) with varying local or middle distance views of the site of the Park and Ride depending on topography and levels of vegetation. Travellers on the roads have views across pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings.

10.3.52 The value of the views from the A55, A5 and the local road network described above is considered to be medium, as the nature of the views generally form an important part of the experience and visual amenity enjoyed by the people using them.

10.3.53 Detractors in the landscape in the vicinity of the A55-A5 Junction 4 interchange (viewpoint 2) include many telegraph poles, a transmission tower on top of a drumlin feature, the A55-A5 Junction 4 interchange overbridges, road signage and tall highway lighting columns.

Night-time views

10.3.54 Anglesey is a predominantly dark environment at night with few areas of more significant lighting. In many rural areas away from larger settlements, lighting is limited to some street lighting (Bodedern Road) and house lights. In turn, this allows extensive views of stars on a clear night. Within the detailed study area, the main source of light is the adjacent A55-A5 Junction 4 interchange although only the junction is lit. The A5 and A55, which link into the junction, are not lit.

10.3.55 Other light sources include the streetlights at Bodedern and Llanfihangel-yn-Nhywyn and vehicle headlights on the A5, A55 and the A55-A5 Junction 4 interchange, particularly the impacts of headlight sweep from vehicles on the A55-A5 Junction 4 interchange and along the A5 and A55 where not in cutting or screened by roadside vegetation.

Evolution of the baseline

10.3.56 Landscapes are not static; rather, they evolve over time because of natural and human influences, for example changes to land management practices. However, it is not possible to be more precise on how these changes would affect landscape character or visual amenity. The numerous potential variables in future land management practice also makes it difficult to predict how baseline conditions will change over time. In terms of the agricultural landscape of the Park and Ride, much will depend on factors such as future farming practices and land management. For example, without positive

management, such as periodic hedge maintenance or repairs to stone walls, there would be a tendency for the condition of field boundaries to continue their gradual decline.

10.4 Design basis and activities

10.4.1 This section sets out the design basis for this assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that would be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.

10.4.2 As described in chapter F1 (proposed development) (Application Reference Number: 6.6.1), the application for development consent is based on a parameter approach. The assessment described within this chapter has taken into consideration the flexibility afforded by the parameters. A worst case scenario has therefore been assessed from a landscape and visual perspective within the parameters described in chapter F1 (Application Reference Number: 6.6.1).

10.4.3 Guidance within *Guidelines for Landscape and Visual Impact Assessment* [RD1] states that visual assessments should be undertaken during winter months, before vegetation is in leaf, to allow maximum visibility from surrounding visual receptors. However, the final design for the Park and Ride became available in spring when trees and other vegetation had come into leaf. Therefore, professional judgement has been exercised to consider how the same views would appear in winter, where effects could not be verified during the field surveys.

Construction

10.4.4 It is anticipated that construction of the Park and Ride would last for approximately 18 months (Year 1 to Year 3).

Basis of assessment and assumptions

10.4.5 The construction activities described below are considered relevant to the assessment of landscape and visual effects:

- site establishment including hedgerow and stone wall clearance and farm building demolition;
- construction of haul roads, plant compounds, temporary car parks and offices;
- construction of the bus facilities building, access roads, carparks, and installation of car park lighting columns and operational site security and boundary fencing; and
- alignment changes to the existing London Road and A5 road network and the A55-A5 Junction 4 interchange.

10.4.6 The main effects on landscape character and people's views that would arise during the construction phase due to the construction activities are:

- loss of landscape features such as hedgerows, stone walls and trees, soil stripping and stockpiling of materials;
- levelling and grading of the Park and Ride;
- moving plant and construction equipment;
- task lighting; and
- disruption from construction of new buildings, car park hardstanding and lighting columns.

Embedded mitigation

10.4.7 A number of mitigation measures to address the potential landscape and visual effects have been incorporated into the design of the Park and Ride. These are referred to as embedded mitigation measures, and are taken into account in the initial assessment of landscape and visual effects. Further details on the embedded mitigation measures listed below are provided in volume 3, appendix 1-3, of the Design and Access Statement (Associated Developments and Off-Site Power Station Facilities) (Application Reference Number: 8.2.3), which sets out the design principles for the following measures:

- Landscape areas would be seeded with appropriate grassland species in order to help integrate into the surrounding landscape. Appropriate management would be undertaken to ensure successful establishment.
- Existing hedges and walls are to be retained with localised openings created for pedestrian/vehicular access whenever practicable.
- The important landscape features would be retained with buffer zones agreed (e.g. hedges, streams and wet ditches).
- Existing topography would be used where possible to limit cut and fill and limit topographical changes.
- New tree and shrub planting would bolster existing planting areas along the southern boundary to provide increased visual screening and landscape integration.
- Hedgerow creation/tree planting would create new and enhanced species-rich areas.

10.4.8 Compliance with the principles outlined in volume 3, appendix 1-3, of the Design and Access Statement (Application Reference Number: 8.2.3) would be secured through a DCO requirement.

Good practice mitigation

10.4.9 In order to mitigate potential effects on landscape and visual receptors during construction, the ecology and landscape management strategies set out in the Wylfa Newydd Code of Construction Practice (CoCP) (Application Reference Number: 8.6) and Park and Ride sub-CoCP (Application Reference Number: 8.10) would be followed. Compliance with the CoCP and sub-CoCP would be secured through a DCO requirement. The strategy in the Wylfa Newydd CoCP sets out good practice mitigation including:

- Protection of existing trees, scrub and hedgerows to be retained in accordance with the recommendations in *BS 5837:2012 Trees in Relation to Design, Demolition and Construction* [RD9].

10.4.10 The relevant measure in the Park and Ride sub-CoCP includes:

- The height of topsoil storage mounds would be limited to 2m in order to reduce potential visual impact and reduce potential adverse impacts on topsoil quality and the suitability for re-use.

Operation

10.4.11 It is anticipated that the Park and Ride would become operational within two years of commencement of its construction, and continue to be operational for up to eight years (year 2 to year 10). The site layout of the Park and Ride during operation is illustrated on figure F1-3 (Application Reference Number: 6.6.38).

Basis of assessment and assumptions

10.4.12 The following operational activities are considered relevant to the assessment of landscape and visual effects:

- change of use from agricultural land to large operating carpark, including extensive areas of hardstanding, roads and footways;
- views of the proposed bus facilities building, and smaller infrastructure buildings;
- introduction of 1.8m high security fencing, signage and other operating infrastructure;
- vehicles and pattern and colour of parked vehicles, and reflection from vehicle windows;
- movement of bus and car traffic; and
- lighting of the Park and Ride.

Embedded mitigation

10.4.13 A number of mitigation measures to address the potential landscape and visual effects during operation have been incorporated into the design of the Park and Ride. These are referred to as embedded mitigation measures, and are taken into account in the initial assessment of landscape and visual effects. Further details on embedded mitigation are provided in volume 3, appendix 1-3, of the Design and Access Statement (Application Reference Number: 8.2.3), which sets out the design principles for the following measures:

- The bus facilities building would have a stone-clad and timber effect finishes consistent with surrounding farm buildings.
- Design would incorporate species rich hedgerow creation to soften appearance and strengthen the landscape pattern.
- New boundary tree and shrub screen planting would be established for the A55.

- A lighting design that limits light spill by controlling operational lighting, through the use of control measures, e.g. movement sensors, dimming and deactivating lighting in unused car parking zones.

10.4.14 Compliance with the principles outlined in volume 3, appendix 1-3, of the Design and Access Statement (Application Reference Number: 8.2.3) would be secured through a DCO requirement.

Good practice mitigation

10.4.15 In order to mitigate potential effects on landscape and visual receptors during operation, the ecology and landscape management strategy set out in the Park and Ride sub-CoCP (Application Reference Number: 8.10) would be followed. Compliance with the sub-CoCP would be secured through a DCO requirement. The strategy in the sub-CoCP sets out good practice mitigation including:

- Horizon would undertake quarterly landscape site inspections for a 5-year period, followed by annual inspection for second 5-year period (total 10 years) in order to ensure landscaping has established appropriately. In the event that these inspections identify that planting has not established, replacement planting on a like for like basis would be undertaken at the first available planting season.

Decommissioning

10.4.16 Following construction of the Power Station, the Park and Ride would be removed (decommissioned) (Year 10) and the land restored to its existing use (agricultural land) as illustrated on figure F1-5 (Application Reference Number: 6.6.38). This would involve the removal of temporary structures and services, breaking up concrete and surfacing. The ornamental hedges would be removed.

Basis of assessment and assumptions

10.4.17 The following decommissioning activities are considered relevant to the assessment of landscape and visual effects:

- formation of demolition site compound;
- demolition plant mobilisation and traffic movements;
- task lighting;
- the dismantling of the bus facilities building removal of all hardstanding areas to internal roads and parking compounds;
- removal of the western access roundabout and re-instatement to the original road alignment;
- removal of lighting and other carpark infrastructure;
- topsoiling and grass seeding of hard standing areas and re-planting of previously removed hedgerows and environmental mitigation works; and
- re-instatement of the boundary stone wall at access points.

Embedded mitigation

10.4.18 The main embedded mitigation proposed for decommissioning comprises the retention of the landscaped areas within and surrounding the Park and Ride as a legacy benefit. Further details on embedded mitigation are provided in volume 3, appendix 1-3, of the Design and Access Statement (Application Reference Number: 8.2.3) which sets out the design principles for the following measure:

- Design would incorporate, wherever possible, features which enable efficient conversion to legacy land use following operation.

10.4.19 The following measure set out in in the Draft Development Consent Order (Application Reference Number: 3.1) would be secured through a DCO requirement.

- All areas would be seeded with appropriate grassland species for return of land to agricultural use and in order to help integrate into the surrounding landscape.

Good practice mitigation

10.4.20 In order to mitigate potential effects on landscape and visual receptors during decommissioning, the ecology and landscape management strategy set out in the overarching Wylfa Newydd CoCP (Application Reference Number: 8.6) would be followed. Compliance with the CoCP would be secured through a DCO requirement. The relevant measure in the Wylfa Newydd CoCP includes:

- Protection of existing trees, scrub and hedgerows to be retained in accordance with the recommendations in *BS5837:2012 Trees in Relation to Design, Demolition and Construction* [RD9].

10.5 Assessment of effects

10.5.1 This section presents the findings of the assessment of effects associated with the construction, operation and decommissioning of the Park and Ride.

10.5.2 The assessment considers the potentially significant landscape and visual effects likely to result from the following development phases:

- Stage 1: Construction (short-term reversible);
- Stage 2: Operation, Year 1 and Year 5 (medium-term reversible); and
- Stage 3: Decommissioning (short-term reversible).

10.5.3 Two assessment timeframes have been assessed: during the first year of operation and five years into operation. The main difference between year 1 and year 5 is that the new native hedgerows would reach their projected size of 1.5m in five years from planting and the enhanced woodland belt planting would provide some beneficial screening by year 5, depending on species and micro-climate, thereby providing additional visual screening.

10.5.4 The potential of the proposed development to give rise to significant landscape and visual effects is set out in the following sections.

10.5.5 Further detail on the assessment of landscape and visual effects is contained within the appendices F10-2 (landscape effects schedules) (Application Reference Number: 6.6.28) and F10-3 (Application Reference Number: 6.6.29). Additional detail on representative viewpoints and photomontage views is included in appendices F10-4 (Application Reference Number: 6.6.30) and F10-5 (photomontage viewpoints) (Application Reference Number: 6.6.31) respectively.

10.5.6 The construction, operation, and decommissioning of the Park and Ride have the potential to generate a number of significant effects on the key landscape and visual receptors identified above. As discussed above, the significance of effects is assessed by considering the sensitivity of receptors in relation to the predicted magnitude of change after taking into consideration the mitigation measures embedded within the project design, as well as good practice mitigation.

Evaluation of sensitivity of receptors

10.5.7 To assess the significance of landscape effects on key landscape receptors, an evaluation has been made of their sensitivity to the changes that would be likely to arise from the Park and Ride. This has been determined by combining judgements on their susceptibility to change, which is their ability to accommodate the Park and Ride proposals without undue negative consequences, and the value attached to the landscape. Susceptibility and value have been evaluated as high, moderate, low or negligible using the criteria in the methodology set out in chapter B10 (Application Reference Number: 6.2.10). The overall assessment of the sensitivity of the landscape receptors is described below based on professional judgement.

Evaluation of sensitivity of landscape receptors

Local landscape

10.5.8 The local landscape, which is not designated and is typical of the farmland landscape on Anglesey, is considered to be of value to communities and visitors due to features such as drumlins and hedge banks, and the landscape is therefore considered to be of medium value. Due to the presence of man-made features such as the A55 and A5, located within close proximity to the site, the landscape is considered to have some ability to accommodate the nature of the Park and Ride, and is therefore also considered to be of medium susceptibility. On balance, the overall sensitivity of the local landscape is therefore considered to be medium.

Evaluation of sensitivity of visual receptors

10.5.9 To assess the significance of visual effects on the key visual receptors, an evaluation has been made of their sensitivity to the changes to their views, which would be likely to arise from the Park and Ride. This has been determined by combining judgements on their susceptibility to change, that is their ability to accommodate the change without undue negative consequences, and the value attached to the view. Susceptibility and value have been evaluated as high, moderate, low or negligible using the criteria in

the methodology. The overall assessment of the sensitivity of receptors is described below.

Recreational receptors

10.5.10 The value of views from the local PRoW (viewpoint 3) and NCN 8 (viewpoint 5) relates mainly to the recreational value of views of the landscape, and is therefore considered to be medium, to reflect the value of the undesignated landscape. The nature of the view from these routes generally forms an important part of the experience and visual amenity enjoyed by people using them. The susceptibility to changes in views from the Park and Ride is therefore considered to be high. Overall the sensitivity of PRoW walkers and users of the NCN has been assessed as high.

10.5.11 The value of views of users of the Cartio Môn Go-Karting Centre (viewpoint 4) is considered to be low, as there are no recognised cultural associations with views from this facility. The susceptibility is also considered to be low, as the views of the staff and visitors to the surrounding landscape are secondary to the activities on offer at the centre. Overall, the sensitivity of views from the Cartio Môn Go-Karting Centre is therefore considered to be low.

Community receptors

10.5.12 The value of views experienced by the local community receptors at Llanfihangel-yn-Nhywyn (viewpoint 3), Bodedern (viewpoint 1) and the Gwyddfor Residential Home (viewpoint 6) is considered to be medium, as the nature of the views generally forms an important part of the visual amenity enjoyed by these community receptors, although the landscape in their views is not designated. Their susceptibility to change is considered to be high despite the general inward looking aspects of the villages, because views of the surrounding rural landscape form an important part of their visual amenity. Therefore, the overall sensitivity of all of the representative community views is considered to be high.

Transient receptors

10.5.13 The medium value of views of users of the local road network and A5 (viewpoints 1, 3, 5 and 6) reflects the recreational value of views of the landscape through which the roads pass and the contribution to the experience of travellers. However, while there are few detracting features in the existing views, attention is generally less likely to be focused on views and more on driving or other matters, with views tending to be fairly fleeting. The susceptibility to changes in views from the Park and Ride is therefore considered to be medium. Overall, the sensitivity of views of travellers on the local road network is considered to be of medium due to the transient nature of the views.

10.5.14 The views of users of the A55, including the A55-A5 Junction 4 interchange (viewpoint 2), are considered to be medium value, which reflects the recreational value of views of the landscape through which the receptors travel. As the views would be secondary to the activity of driving on the major road network, the susceptibility to change for these receptors is considered to be low. As such, the overall sensitivity to change in views from the major road network is considered to be low.

Construction

10.5.15 A summary of the potential effects likely to arise from the construction is presented below for each of the key groups of landscape and visual receptors identified in section 10.3 of this chapter. The detailed assessment is presented in the landscape and visual effects tables in appendices F10-2 (Application Reference Number: 6.6.28) and F10-3 (Application Reference Number: 6.6.29).

10.5.16 The initial assessment takes into account embedded and good practice mitigation to reduce landscape and visual effects, as listed above in section 10.4.

10.5.17 Construction activities would last for a period of approximately eighteen months and would have a reversible short-term effect.

Effects on landscape character

Local landscape character

10.5.18 The loss or disturbance of characteristic landscape features, changes to landform, disruption from construction activities and introduction of incongruous features would result in direct impacts on the local landscape character which, would lead to a medium magnitude of change. Combined with the medium sensitivity, the significance of effect on local landscape character would be moderate adverse and therefore significant in the short-term.

Visual effects

10.5.19 Views and visual receptors within the detailed study area, which could be subject to significant effects, are described below. Refer to the ZTV on figure F10-1 (Application Reference Number: 6.6.38) and the viewpoint locations shown on figure F10-5 (Application Reference Number: 6.6.38) and visual receptors. Additional detail on representative viewpoints is provided in appendix F10-4 (Application Reference Number: 6.6.30).

Recreational receptors

10.5.20 The PRoW, approximately 460m to the south-west near Llanfihangel-yn-Nhywyn (viewpoint 3), would have glimpsed views towards the construction activities, primarily the movement and operation of plant machinery for the upgrading of the footway and cycleway. Movement and operation of plant machinery would be visible on the skyline (there would be no ground-level views) during construction of the Park and Ride access at the A55-A5 Junction 4 interchange. Views would be seen in the context of the existing busy junction and visual clutter of lighting columns and signage which would result in a negligible magnitude of change. As such, despite the high sensitivity, the significance of effect on the walkers would be negligible adverse and therefore not significant in the short-term.

10.5.21 Cyclists on the NCN 8 (viewpoint 5) would have elevated and open views from a short 200m section of the route resulting in a small magnitude of change. Visual effects, primarily from movement and operation of plant machinery, and new features, such as the construction compound, would be the main

detracting features. Changes and disturbance to the character of existing features, including topsoil stripping, would be noticeable across the Park and Ride. The nearby drumlin feature to the west would obscure views of the access roundabout construction. As a result, the significance of effect on the high sensitivity cyclists would be minor adverse and therefore not significant in the short-term.

10.5.22 The receptors (staff and visitors) within the Cartio Môn Go-Karting Centre (viewpoint 4) would have views which would extend west along the length of the Park and Ride. Visual effects from movement and operation of plant machinery, and new features, such as the construction compound, would adversely impact views. Activities would also result in removal of landscape features including sections of hedgerows and topsoil stripping. There would be a medium magnitude of change. Combined with the low sensitivity, the significance of effect on the visual receptor would be moderate adverse and therefore significant in the short-term.

Community receptors

10.5.23 No community receptors would be subject to significant adverse visual effects during construction.

10.5.24 The community receptors within the southern edge of Bodedern (viewpoint 1) would have views south towards the Park and Ride, although these would be partially filtered. Disturbance to landscape features and topsoil stripping would not feature in receptors' views. Visual effects, primarily from movement and operation of plant machinery, moving plant and equipment would be the main detracting feature for residents resulting in a small magnitude of change. Combined with the high sensitivity, the significance of effect on the community in Bodedern would be minor adverse and not significant in the short-term.

10.5.25 The community within the north-eastern part of Llanfihangel-yn-Nhywyn, (viewpoint 3) would experience partially filtered, focused views towards the A55-A5 Junction 4 upgrading work of the footway and cycleway construction which is of comparatively small scale work compared to the construction of the Park and Ride. The receptors would have some glimpsed views of moving plant and machinery during construction of the Park and Ride access roundabout above the skyline. Views would be in the context of the existing busy junction. There would be a negligible magnitude of change, as any views of increased traffic levels would be limited to a small area and would not noticeably alter the character of views. As a result, the significance of effect on the high sensitivity receptor would be negligible adverse and not significant in the short-term.

10.5.26 Receptors within Gwyddfor Residential Home (viewpoint 6) would have slightly elevated views south-west from a single aspect of the property. Views would be focused on the western end of the Park and Ride and would be partially filtered by surrounding trees within the property's boundary and dense high hedgerows along the northern boundary of the Park and Ride. The movement and operation of plant machinery and construction of the parking hardstanding areas would be the main change to views. There would be a small magnitude of change, as views of construction activities would be experienced from a very limited aspect of the large property. As a result, the

significance of effect on the high sensitivity receptor would be minor adverse and not significant in the short-term.

Transient receptors

10.5.27 No transient receptors would be subject to significant adverse visual effects during construction.

10.5.28 Views for transient receptors on the minor road to the north (viewpoint 1) would be open or partially filtered from a short section of the local road (approximately 600m). The movement and operation of plant machinery, and new features, such as the construction compound, would be visible. Changes and disturbance to the character of existing features, including topsoil stripping and hedgerow removal would be less noticeable due to intervening topography and vegetation. There would be a small magnitude of change as the transient receptors would have oblique views. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the short-term.

10.5.29 For a short section (approximately 220m) of London Road and the A55-A5 Junction 4 interchange (viewpoint 2), transient receptors would be directly affected by the new Park and Ride access roundabout, and by the A55-A5 Junction 4 interchange upgrading activities which would require removal of landscape features including stone walls, vegetation, topsoil and fencing. Visual effects from movement and operation of plant machinery, and new features, such as the construction compound, and views which would extend east along the length of the Park and Ride with a backdrop of the Cartio Môn Go-Karting Centre. There would be a small magnitude of change as the transient receptors would experience these views for a very short distance of the route. As a result, the significance of effect on the low sensitivity road users would be minor adverse and not significant in the short-term.

10.5.30 Transient receptors on the local road north of Llanfihangel-yn-Nhywyn (viewpoint 3) would have glimpsed views towards the construction activities, notable primarily through movement and operation of plant machinery above intervening hedgerows. There would be no ground level views. There would be a small magnitude of change as the transient receptors' views would be glimpsed between intervening high hedgerows. As a result, the significance of effect on the low sensitivity road users would be minor adverse and not significant in the short-term.

10.5.31 There would be elevated and open views from the local road to the south of the Park and Ride (viewpoint 5), but only from a short section of the route (approximately 200m). Visual effects, primarily from movement and operation of plant machinery, and new features, such as the construction compound, would be the main noticeable features. Topsoil stripping and hedgerow removal would be noticeable across the Park and Ride. The nearby drumlin feature to the west would obscure views of the access roundabout construction. There would be a small magnitude of change as the transient receptors' views of the construction activities would be experienced from a very short distance of the local road. As a result, the significance of effect on the medium sensitivity receptor during construction would be minor adverse and not significant in the short-term.

10.5.32 Transient receptors on the A5 (viewpoint 6) would have partially filtered views of movement of plant and machinery, and loss of landscape features, the construction of the new access point at the A55-A5 Junction 4 interchange and the car exit point. The receptors would be directly affected by the new A55-A5 Junction 4 Park and Ride roundabout and A5 vehicle exit; and upgrading work on the A55-A5 Junction 4 interchange, activities which would require removal of landscape features including stone walls, hedgerows, vegetation, topsoil and fencing. Visual effects from movement and operation of plant machinery and new features, such as the construction compound, would be noticeable in views. There would be a small magnitude of change as the transient receptors' views of construction activities would be experienced for only a short section (approximately 750m) of the road that crosses Anglesey. As a result, the significance of effect on the medium sensitivity receptor would be minor adverse and not significant in the short-term.

10.5.33 Transient receptors on the A55 would have open views of construction activities when nearing the A55-A5 Junction 4 interchange from the east or passing the A55-A5 Junction 4 interchange from the west although the rising A5 slip road from the east would partially obscure ground level views. Views would be focussed towards the western end at the Park and Ride new access roundabout and upgrading work to the A55-A5 Junction 4 interchange and slip roads where visual effects from movement and operation of plant machinery would be the main noticeable features. There would be a small magnitude of change as transient receptors would view the changes at speed and for a very short section of the major road. As a result, the significance of effect on the low sensitivity road users would be minor adverse and not significant in the short-term.

Distant views

10.5.34 Due to the relatively low-lying location of the Park and Ride, distant views are very limited. There would be some distant views of construction activities from higher ground within the overarching study area although viewed within the context of a rural landscape with many other elements of built form including the A5 and A55. The magnitude of change beyond approximately 3km from the Park and Ride is, however, likely to be negligible due to the distance.

Night-time views

10.5.35 The construction works associated with the Park and Ride would take place during normal working hours as set out in the Park and Ride sub-CoCP (Application Reference Number: 8.10), which would be secured through a DCO requirement. Given the restrictions on normal working hours, there would be minimal lighting required during hours of darkness. However, in comparison to the extensive construction activities and disturbance, the change in the night-time views is likely to have a low level of impact. Highly sensitive receptors, such as users of PRoWs or the NCN are unlikely to be using routes at night.

Operation

10.5.36 A summary of the potential effects likely to arise from operation of the Park and Ride is presented below for each of the key groups of landscape and visual receptors identified in section 10.3 of this chapter. The detailed assessment is presented in the appendices F10-2 (Application Reference Number: 6.6.28) and F10-3 (Application Reference Number: 6.6.29).

10.5.37 The assessment periods during the first year and five years into operation provide an assessment of effects prior to any screening planting becoming established and at year 5 where screening planting is projected to establish to provide beneficial screening.

10.5.38 The initial assessment takes into account embedded and good practice mitigation to reduce landscape and visual effects, as listed above in section 10.4.

10.5.39 Operational activities would be reversible and medium-term duration lasting for a period of approximately ten years.

Effects on landscape character

Local landscape character

Operation: winter year 1

10.5.40 On completion of the construction phase, the disruption caused by construction activity would reduce, and landscape character would slightly improve once grass areas re-establish. However, views of large numbers of cars and hardstanding, bus facilities building, lighting columns and site security boundary fencing would change the character of the predominantly rural local landscape resulting in a medium magnitude of change. Combined with the medium sensitivity, the significance of effect on medium sensitivity local landscape character would be moderate adverse and therefore significant in the medium-term.

10.5.41 Completed landscaping, including restoration of vacated construction areas, would be in keeping with the existing local landscape character. Re-aligned native hedgerow field boundaries would be planted to maintain the internal character and help soften views and integrate the Park and Ride into the rural site although new landscape features would take time to become established.

Operation: summer year 5

10.5.42 The establishment of new hedgerow planting within operational site fence boundary, together with the establishment of new boundary woodland belt and screen planting for the A5 would soften views of the site and strengthen landscape pattern. Although landscape structure would have been partially restored, the presence of the Park and Ride would remain an incongruous feature during the operational phase resulting in a continued medium magnitude of change. Combined with the medium sensitivity, the significance of effect on the local landscape character would be moderate adverse and therefore significant in the medium-term.

Visual effects

Recreational receptors

Operation: winter year 1

10.5.43 There would be no perceptible change to views for receptors on the PRoW near Llanfihangel-yn-Nhywyn (viewpoint 3) and therefore no visual effects on these high sensitivity receptors once the construction of re-aligned footway and cycleway has been completed.

10.5.44 The operational Park and Ride, including lighting columns, would be noticeable in views for a short section of the NCN 8 (viewpoint 5). There would be a small magnitude of change as the new planting within the woodland belt along the southern boundary would not have become established to provide any level of screening. As a result, the significance of effect on the high sensitivity cyclists would be minor adverse and not significant in the medium-term.

10.5.45 From the Cartio Môn Go-Karting Centre (viewpoint 4), there would be open and extensive views of the carpark and security fencing. The reflection of car windows and the mass and pattern of parked cars would be a contrasting element within the rural landscape, as illustrated by photomontage viewpoint 4 (year 1), appendix F10-5 (Application Reference Number: 6.6.31). Lighting columns would be notable as new vertical elements. The new bus facilities and canopies would be notable, although the scale of the bus facilities with their stone clad finish would be consistent with surrounding farm buildings. Enhancement planting of hedgerows would not be sufficiently established to provide beneficial landscape integration. There would be a medium magnitude of change as the recreational receptor would have direct, open, slightly elevated views along the full extent of the site. As a result, the significance of effect on the low sensitivity receptor would be moderate adverse and therefore significant in the medium-term.

Operation: summer year 5

10.5.46 There would continue to be no perceptible change to views for the high sensitivity receptors on the PRoW near Llanfihangel-yn-Nhywyn (viewpoint 3) and therefore no effects.

10.5.47 Mitigation planting adjacent to the A5 and enhancement planting of the woodland belt along the A5 boundary would have established over five years to provide some screening and positive landscape integration when viewed from NCN 8 (viewpoint 5). There would be a small magnitude of change as the operational lighting columns would remain visible above the woodland belt, As a result, the significance of effect on the high sensitivity cyclists would be minor adverse and not significant in the medium-term.

10.5.48 By year 5, the enhanced native hedgerows, together with the ornamental hedgerow, would provide a structure to the Park and Ride more in keeping with the rural context when viewed from the Cartio Môn Go-Karting receptor, improving visual amenity and landscape integration, as illustrated by photomontage for viewpoint 4 (year 5), appendix F10-5 (Application Reference Number: 6.6.31). However, the elevated views from the centre

would remain open and the Park and Ride would not be effectively visually screened. There would continue to be a medium magnitude of change as operational lighting columns would be noticeable in the rural landscape. As a result, the significance of effect on the low sensitivity receptor would be moderate adverse and therefore significant in the medium-term.

Community receptors

Operation: winter year 1

10.5.49 No community receptors would be subject to significant adverse visual effects during operation in year 1.

10.5.50 Once construction activities on the roundabout cease, there would be no perceptible change to views for the high sensitivity receptors in Llanfihangel-yn-Nhywyn (viewpoint 3) and therefore no effects.

10.5.51 Community receptors within the southern edge of Bodedern (viewpoint 1) would have substantially filtered views towards the access roundabout and views of operational traffic movements would be virtually imperceptible. The receptors would have substantially filtered views of the tops of lighting columns. There would be a negligible magnitude of change as intervening existing dense vegetation would substantially screen views of cars, buses and the bus facility building. As a result, the significance of effect on the high sensitivity community would be negligible adverse and not significant in the medium-term.

10.5.52 The community receptor, Gwyddfor Residential Home (viewpoint 6), would have partially filtered views of the Park and Ride and security fencing. Enhancement planting of hedgerows would not have become sufficiently established to provide beneficial screening. Lighting columns would be noticeable vertical elements. The mass and pattern of parked cars, and reflection from windows would be a noticeable introduced man-made characteristic within the rural landscape. There would be a small magnitude of change as the receptor would view these changes from a very limited aspect of the large property which would be partially screened by vegetation within the property boundary. As a result, the significance of effect on the high sensitivity community would be minor adverse and not significant in the medium-term.

Operation: summer year 5

10.5.53 During summer year 5 of operation, there would continue to be no perceptible change to views for the high sensitivity receptors in Llanfihangel-yn-Nhywyn (viewpoint 3) and therefore no effects.

10.5.54 By summer year 5 of operation, existing vegetation and enhanced hedgerows would have established sufficiently to screen views of the car park from Bodedern (viewpoint 1). There would continue to be a negligible magnitude of change as tops of lighting columns would continue to be visible. As a result, the significance of effect on the high sensitivity community of Bodedern would be negligible adverse and not significant in the medium-term.

10.5.55 Gwyddfor Residential Home (viewpoint 6) would continue to have partially filtered views into the Park and Ride during summer year 5 of operation.

Although the enhanced native hedgerow planting would provide a structure to the Park and Ride, hedgerows would not have established sufficiently to provide full screening for the slightly elevated viewing location of the Gwyddfor Residential Home. There would continue to be a small magnitude of change as the receptor would view these changes from a very limited aspect of the large property which would be partially screened by vegetation within the property boundary. As a result, the significance of effect on the high sensitivity receptor would be minor adverse and not significant in the medium-term.

Transient receptors

Operation: winter year 1

10.5.56 Upon completion of construction activities, no transient receptors would be subject to significant adverse visual effects during operation in year 1.

10.5.57 Travellers on the minor road to the north of the Park and Ride (viewpoint 1) would continue to have some filtered views over a short section of the local road towards the Park and Ride. Intervening vegetation would partially screen lower level views. Due to limited opportunities to provide taller visual screening receptors' attention would be drawn to the mass and colour and light reflection from parked cars and traffic movement within the site. There would be a small magnitude of change. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.58 Transient receptors on the local road north of Llanfihangel-yn-Nhywyn (viewpoint 3) would have glimpsed views of tops of lighting columns above intervening hedgerows. There would be no ground level views. There would be a negligible magnitude of change as the transient receptors' views would be glimpsed and virtually imperceptible between intervening high hedgerows. As a result, the significance of effect on the low sensitivity road users would be negligible adverse and not significant in the medium-term.

10.5.59 The operational Park and Ride, including lighting columns, would be noticeable in views for a short section (approximately 200m) of the minor road to the south of the Park and Ride (viewpoint 5). The new planting within the woodland belt along the southern boundary would not have become established to provide any level of screening. There would be a small magnitude of change as the transient receptors would have oblique views for a very short distance of the local road. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.60 There would continue to be open, direct, slightly elevated views from the A55-A5 Junction 4 interchange directly across the site (viewpoint 2) but for a very short section (approximately 220m) of major road interchange, as illustrated by photomontage 2 (year 1) appendix F10-5 (Application Reference Number: 6.6.31). Due to limited opportunities to provide taller visual screening along the road boundary, the receptors' attention would be drawn to the mass and colour and light reflection from parked cars and traffic movement within the site, lighting columns and the bus facilities building. There would be a small magnitude of change resulting as the transient receptors would view the changes from a very short section of the road network. As a result, the

significance of effect on the low sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.61 Transient receptors on the A5 (viewpoint 6) would have partially filtered views of mass and colour and light reflection from parked cars and traffic movement within the site, lighting columns and the bus facilities building. There would be a small magnitude of change as the transient receptors' views would be for only a short section (approximately 750m) of the major road that crosses Anglesey. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.62 Upon completion of construction, views from the A55 would reduce. The receptors would have views of the lighting columns although no other views would be available of the Park and Ride. Enhancement planting adjacent to the A5 slip road would not have established sufficiently to provide beneficial screening. There would be a negligible magnitude of change as the transient receptors would view the changes at speed and for a very short section of the major road. As a result, the significance of effect on the low sensitivity road users would be negligible adverse and not significant in the medium-term.

10.5.63 Travellers on other surrounding local roads might experience glimpsed views into the Park and Ride. However, the views would not alter the character or quality of views.

Operation: summer year 5

10.5.64 There would continue to be no significant adverse visual effects for the duration of the operational phase.

10.5.65 During summer year 5 of operation, travellers on the minor road to the north (viewpoint 1) would continue to have limited views over a short section of the local road towards the Park and Ride. Due to limited opportunities to provide taller visual screening within the relatively open landscape transient receptors' views would be drawn to the parked cars. There would be a small magnitude of change as the transient receptors would have oblique views and for a very short distance of the local road. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.66 Transient receptors on the local road north of Llanfihangel-yn-Nhywyn (viewpoint 3) would continue to have glimpsed views of tops of lighting columns above intervening hedgerows during summer year 5 of operation. There would be no ground level views. There would be a negligible magnitude of change as the transient receptors' views would be glimpsed and virtually imperceptible between intervening high hedgerows. As a result, the significance of effect on the low sensitivity road users would be negligible adverse and not significant in the medium-term.

10.5.67 Travellers on the local road to the south (viewpoint 5) would benefit from the screening effects of the woodland belt by summer year 5 of operation, although there would continue to be filtered views drawing receptors' attention to traffic movement and the new bus facilities building. Operational lighting columns would be noticeable in the rural landscape. There would be a small magnitude of change as the transient receptors would have oblique views and for a very short distance (approximately 200m) of the local road. As a result,

the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.68 During summer year 5 of operation, views for transient receptors on the A55-A5 Junction 4 interchange (viewpoint 2) would benefit from the enhanced native hedgerows, which together with the ornamental hedgerow planting, would provide a structure to the Park and Ride more in keeping with the rural context, as illustrated by photomontage 2 (year 5) appendix F10-5 (Application Reference Number: 6.6.31). However, receptors would continue to have open views across the Park and Ride. Operational lighting columns would be notable in the rural landscape. There would be a small magnitude of change as the transient receptors would view the changes from a very short section of the road network. As a result, the significance of effect on the low sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.69 Impacts on views for transient receptors on the A5 (viewpoint 6) would reduce. By operation summer year 5 the new screen planting and enhancement planting along the woodland belt would have become established sufficiently to provide beneficial screening, although receptors would continue to have some filtered views across the Park and Ride. Operational lighting columns would be notable in the rural landscape. There would be a negligible magnitude of change as the transient receptors would view the changes from a very short section of the road network. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the medium-term.

10.5.70 Transient receptors on the A55 would benefit from the new screen planting and enhancement planting along the woodland belt which would have become established sufficiently to provide beneficial screening by summer year 5 of operation. There would be no perceptible change to views for these low sensitivity receptors and therefore no effects.

Distant views

10.5.71 There would continue to be some distant views of the Park and Ride during the operational phase from higher ground most notably of the pattern and colour of parked cars and movement of buses, although the views would be in the context of the adjacent A5 and A55. The magnitude of change beyond approximately 3km from the Park and Ride is likely to be negligible due to the distance. There would be no discernible distant views, and the significance of effect, even for high sensitivity receptors, such as users of a PRoW, would therefore be negligible adverse and not significant in the short-term.

Night-time views

10.5.72 Lighting during the operational phase would be controlled through movement sensors and dimming to minimise lighting impacts. Lighting in unused car-parking zones would be deactivated. Lighting would be provided within the boundary of the site and be generally pole-mounted (typically 6m tall). Therefore, at night there would be an increase in lighting levels within the Park and Ride during operation year 1 and operation year 5. The lit Park and Ride would add to the existing sky glow created by the adjacent A55-A5 Junction 4 interchange and localised lighting columns. Vehicle headlights would

increase lighting levels both within the Park and Ride and on surrounding local roads. Vehicle use would generally be reduced during night time hours.

Decommissioning

10.5.73 The Park and Ride would be operational for a period of approximately ten years. It is predicted that the already existing establishing woodland belt along the southern boundary would have achieved a height of approximately 6m by the decommissioning year. The additional enhancement planting would have achieved a height of approximately 3.0m to 3.5m by the decommissioning year. Therefore, the woodland belt would have established sufficiently to provide effective screening for receptors on the A5 and A55 roads. However, decommissioning would result in some adverse effects on landscape character and visual amenity due to visual effects associated with decommissioning plant movements and decommissioning activities.

10.5.74 The removal of parked cars and buses, which would have been the main visual detractors, and reduced requirements for operational lighting would have a beneficial effect for both landscape and visual receptors.

10.5.75 The process of decommissioning the Park and Ride would take approximately 12 months to complete and would be undertaken at the pre-operational stage of the Power Station. It is anticipated that dismantling and site reinstatement would follow a programme broadly the reverse of construction. The decommissioning activities would generally become less perceptible as they progress. Planting belts, internal native hedgerows and those forming the site boundaries would be retained and would form part of the reinstated site. The ornamental hedgerows would be removed. The grass sward would be re-established within two to three months of sowing.

10.5.76 The proposals focus on re-establishing the site to its original agricultural condition and preserving the enhanced native hedgerows, the Nant Dalar Hir stream and wet ditches. The legacy proposals would restore the original field pattern by replanting native hedgerows that were not incorporated into the operational design of the Park and Ride. These hedgerows would establish themselves to a height similar to that of existing hedgerows approximately five years after planting.

Landscape effects

Local landscape character

10.5.77 There would be a medium magnitude of change on the local landscape character resulting from the decommissioning and disturbance due to removal of hardstanding areas and internal roads, the bus facilities building and supporting infrastructure such as lighting. Whilst the proposed boundary planting improvements would be retained during decommissioning, the significance of effect on the medium sensitivity local landscape would be moderate adverse and therefore significant in the short-term.

10.5.78 As decommissioning progressed, with removal of built structures and hard-standing areas and reinstatement of landscape features, the moderate adverse effect on local landscape character would reduce.

10.5.79 Once complete, decommissioning would result in the Park and Ride being returned to agricultural land and the effects on landscape character would therefore be reversed.

Visual effects

10.5.80 The visual effects of decommissioning are set out below. Once complete, decommissioning would result in the Park and Ride being returned to agricultural land and the effects on views would therefore be reversed.

Recreational receptors

10.5.81 The users on the PRoW to the south-west near Llanfihangel-yn-Nhywyn (viewpoint 3) would have no direct views into the Park and Ride, although receptors would have some very limited views of plant movement associated with decommissioning activities. There would be a negligible magnitude of change for the high sensitivity walkers resulting in a short-term negligible adverse effect.

10.5.82 Cyclists on the NCN 8 (viewpoint 5) would have views of the decommissioning activities from the elevated location. Mitigation planting and enhancement planting would have approximately five years to become established prior to decommissioning and would provide beneficial screening of decommissioning activities although filtered views of plant movement associated with decommissioning operations would remain. Incremental reinstatement of completed areas would begin to offset adverse effects. The receptors would initially experience a short-term small magnitude of change as a result of the decommissioning activity from a very short section of the route. As a result, the significance of effect on the high sensitivity cyclists would be minor adverse and not significant in the short-term.

10.5.83 Where buildings within the Cartio Môn Go-Karting Centre (viewpoint 4) do not obscure views, receptors would have views of decommissioning activities that would remain open as the location is elevated above the Park and Ride and could not be effectively screened. The Park and Ride would be returned to its existing pastoral use. There would be a medium magnitude of change as the buildings obscure most views for staff and visitors. As a result, the significance of effect on the low sensitivity receptor would be moderate adverse and therefore significant in the short-term.

Community receptors

10.5.84 No community receptors would be subject to significant adverse visual effects during decommissioning.

10.5.85 There would be some glimpsed views as decommissioning works on the roundabout progress for community receptors within the northern edge of Llanfihangel-yn-Nhywyn (viewpoint 3). The receptors would have no direct views into the Park and Ride site although receptors would have some very limited views of plant movement associated with decommissioning operations of the Park and Ride access road. These effects would be short-term and in the context of the A55-A5 Junction 4 interchange. There would be a negligible magnitude of change as the level of traffic movements associated with decommissioning activities. As a result, the significance of effect on the high

sensitivity community would be negligible adverse and not significant in the short-term.

10.5.86 Community receptors on the southern edge of Bodedern (viewpoint 1) would have almost entirely filtered views towards the access roundabout decommissioning works due to the beneficial screening from existing vegetation and the enhanced hedgerow planting. There would be a negligible magnitude of change as views of the decommissioning activities for the community receptors would be virtually imperceptible. As a result, the significance of effect on the high sensitivity community would be negligible adverse and not significant in the short-term.

10.5.87 Gwyddfor Residential Home (viewpoint 6) would have partially filtered views of the decommissioning activities. The enhanced hedgerows would not be sufficiently established to provide complete visual screening of the decommissioning activities. There would be a small magnitude of change as the receptor would view these changes from a very limited aspect of the large property which would be partially screened by vegetation within the property boundary. As a result, the significance of effect on the high sensitivity receptor would be minor adverse and not significant in the short-term.

Transient receptors

10.5.88 No transient receptors would be subject to significant adverse visual effects during decommissioning.

10.5.89 There would be a noticeable increase in activity associated with the decommissioning works which would result in short-term (12 months decommissioning period) adverse effects for travellers on the local road to the north (viewpoint 1) and on the road to the south (viewpoint 5). Enhancement planting would partially screen views, although both locations would experience a small magnitude of change as views of decommissioning plant movements would be noticeable in views. As a result, the significance of effect on the medium sensitivity road users would be minor adverse and not significant in the short-term.

10.5.90 Travellers on the A55-A5 Junction 4 interchange (viewpoint 2) would have open views of the decommissioning works which would be similar in scale to the construction phase although for a shorter duration. Transient receptors would be directly affected by the decommissioning works for the Park and Ride access roundabout. The transient receptors would have views of movement and operation of plant machinery, and removal of hardstanding areas. There would be a small magnitude of change as the transient receptors would view the changes from a very short section of the road network. As a result, the significance of effect on the low sensitivity road users would be minor adverse and not significant in the short-term. Incremental reinstatement of completed areas would begin to offset adverse effects.

10.5.91 Views for travellers along the A5 (viewpoints 6) would be screened by the woodland belt planting.

10.5.92 Views for travellers along the A55 would be screened by the woodland belt planting. The would be no views of decommissioning activities for low sensitivity road users.

Distant views

10.5.93 Initially, there would be a notable absence of parked cars and buses which would have been the main visual detractors for more distant visual receptors although the decommissioning activities would result in an increase in visual effects due to plant movement. The establishing hedgerows and woodland belt planting would provide some visual screening, reducing the visual impacts of the decommissioning work. The magnitude of change beyond approximately 3km from the Park and Ride is likely to be negligible due to the distance. There would be no distant views, and the significance of effect, even for high sensitivity receptors, such as users of a PRoW, would therefore be negligible adverse and not significant in the short-term. Adverse impacts would reduce as decommissioning work is completed.

Night-time views

10.5.94 Initially there would be a notable reduction in operational lighting and vehicle headlights from the unused car park which would have a beneficial effect for visual receptors. Decommissioning task lighting would be notable in the rural landscape particularly during longer winter days. However, the task lighting is likely to have a low level of impact for community receptors and would reduce as decommissioning activities progress. Highly sensitive receptors, such as users of PRoWs or the NCN, are unlikely to be using routes at night.

10.6 Additional mitigation

10.6.1 In accordance with chapter B10 (Application Reference Number: 6.2.10), embedded and good practice mitigation measures relevant to landscape and visual were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.

10.6.2 Proposed additional mitigation measures would be implemented to address potential significant effects identified in the assessment of effects section. These additional mitigation measures are summarised in table F10-3 for construction, table F10-4 for operation. and table F10-5 for decommissioning respectively.

10.6.3 These measures would be secured by reference within volume 3, appendix 1-3, of the Design and Access Statement (Application Reference Number: 8.2.3).

Construction

Table F10-3 Proposed additional mitigation measures – construction

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
To help reduce landscape and visual impacts over a shorter time period, advance planting would be implemented within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5.	Reduce adverse landscape and visual effects.	Ensure successful early establishment of proposed landscaping in order to improve effectiveness of proposed mitigation measures. Achievement would be establishment and strong growth.
To help reduce landscape and visual impacts over a shorter time period, advance planting would reinforce and enhance existing hedgerows.	Reduce adverse landscape and visual effects.	Ensure successful early establishment of proposed landscaping in order to improve effectiveness of proposed mitigation measures. Achievement would be establishment and strong growth.
Early phased programme of grass seeding and management would be implemented as areas are completed to improve integration with surrounding rural area.	Reduce adverse landscape and visual effects over a shorter time period.	Ensure successful early establishment of proposed landscaping in order to improve effectiveness of proposed mitigation measures. Achievement would be establishment and strong growth.
Planting would be provided to reinforce and enhance existing hedgerows within	Reduce adverse landscape and visual effects over a	Ensure successful early establishment of proposed landscaping in order to improve effectiveness of proposed mitigation measures. Achievement

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
the earliest appropriate planting season.	shorter time period.	would be establishment and strong growth.
The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and visual intrusion. Use of visually recessive colours and light structural frames.	To minimise effects on visual receptors.	Preparation of architectural design, including finishes and colour of buildings and structures, for approval of the determining authority. Achievement would be gaining approval. The detailed design of the bus canopies would continue to evolve.

Operation

Table F10-4 Proposed additional mitigation measures – operation

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and visual intrusion. Use of visually recessive colours and light structural frames.	Reduce adverse landscape and visual effects.	The detailed design of the of the bus canopies would continue to evolve.

Decommissioning

Table F10-5 Proposed additional mitigation measures – decommissioning

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
External boundaries would be re-instated to pre-development condition or better: 1) existing boundary hedgerows and stone walls, removed for Park and Ride access and egress, would be restored to the original boundary alignment; 2) localised openings to internal hedgerows would be restored where previously removed for vehicular access; and 3) new internal hedgerow, extending east to west, from the location of demolished Dalar Hir farmhouse to the London Road boundary, would restore the existing hedge line removed at construction.	To mitigate the impacts on the local landscape character and visual receptors.	Implementation and maintenance of a long-term landscape management strategy to ensure successful establishment of proposed landscaping and long-term viability. Achievement would be establishment and strong growth of planting.

10.7 Residual effects

10.7.1 This section describes the significant residual landscape and visual effects, having taken into account the embedded, good practice and additional mitigation described above. A summary of the residual effects and their significance for landscape character and visual amenity is provided in table F10-6 and table F10-7 respectively.

10.7.2 Whilst additional mitigation measures set out in section 10.6 would reduce the landscape and visual effects identified, the reduction in effect would not be sufficient to alter the reported significance levels. This is in part due to the scale and nature of the Park and Ride, which means it is only practicable to reduce rather than eliminate effects and in part due to the relatively broad bandings of significance criteria. As such, the level of residual effects assessed for landscape and visual receptors are the same as those assessed prior to the application of additional mitigation.

Table F10-6 Summary of residual effects: landscape character

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Construction								
Local landscape character	Medium (V: Medium, S: Medium)	Direct effects: The presence of temporary laydown areas and buildings, earthworks and the construction of the bus facilities building, including cranes would change the character of the directly affected local landscape character and increase the extent of development in the rural landscape. Incremental landscaping of completed areas during construction would begin to partially offset the adverse effects. Short sections of dry stone walls and hedgerows would be	Adverse Short-term	Medium	Moderate adverse Significant	Advance planting would be implemented within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5. Advance planting would reinforce and enhance existing hedgerows. Early phased programme of grass seeding and management would be implemented	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		removed to provide Park and Ride access and internal routes. Traffic and construction activities, alongside the A55 corridor, would tend to extend the developed influence further into the rural landscape. Specific changes to landscape character would result from topsoil stripping in pastoral fields, and minor changes to the existing landform to provide level car park surfaces. Construction activities would contrast with the predominantly rural landscape character. Indirect effects:				as areas are completed to improve integration with surrounding rural area. Planting would be provided to reinforce and enhance existing hedgerows within the earliest appropriate planting season.		

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		construction activities uncharacteristic of rural location.						
Operation – winter year 1								
Local landscape character	Medium (V: Medium, S: Medium)	Direct effects: Introduction of bus facilities building; large hard surfaced areas; lighting and infrastructure would increase the extent of development in this local landscape character. Re-aligned native hedgerow field boundaries would be planted to maintain the internal character and help integrate the Park and Ride into the rural site. Completed landscaping including restoration of vacated construction and laydown areas would	Adverse Medium-term	Medium	Moderate adverse Significant	No additional mitigation.	Medium)	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		help integrate the Park and Ride into the landscape. The affected part of the local landscape character would have changed from pastoral landscape to a Park and Ride with associated infrastructure. Re-aligned hedgerows and proposed landscape enhancement of existing hedgerows and woodland belt would not, however, be sufficiently established to provide beneficial integration/screening in year 1. Indirect effects: construction activities uncharacteristic of rural location.						

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Operation – summer year 5								
Local landscape character	Medium (V: Medium, S: Medium)	Direct effects: Establishment of hedgerow planting within operational site fence would soften appearance and strengthen the landscape pattern. The existing hedgerows would be enhanced with additional planting and new hedgerows would replicate and reinforce the existing field pattern matching the existing hedges in size and species. Establishment of the enhanced native planting and screen planting for the A5 would aid integration of the Park and Ride. Although the landscape structure would have been	Adverse Medium-term	Medium	Moderate adverse Significant	No additional mitigation.	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		mostly restored, the presence of the Park and Ride would remain an incongruous feature during the operational phase. Indirect effects: construction activities uncharacteristic of rural location.						
Decommissioning								
Local landscape character	Medium (V: Medium, S: Medium	Direct effects: The demolition of the bus facilities building and removal of hardstanding/infrastructure and replacement with landscape features (grass, stone walls, and field boundaries) characteristic of the area would improve the local landscape character and return fields to pastoral use.	Adverse Short-term	Medium	Moderate adverse Significant	External boundaries would be re-instated to pre-development condition or better: 1) existing boundary hedgerows and stone walls, removed for Park and	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		Absence of cars and buses would be notable and help restore the rural characteristics. Incremental re-instatement of completed areas would begin to offset adverse effects. Planting supplemented as required following decommissioning works. The long-term landscape management strategy would include reinstatement of the hedgerow pattern similar to the original layout to reinstate the original field pattern. Indirect effects: decommissioning activities uncharacteristic of rural location.				Ride access and egress, would be restored to the original boundary alignment; 2) localised openings to internal hedgerows would be restored where previously removed for vehicular access; and 3) new internal hedgerow, extending east to west, from the location of demolished Dalar Hir farmhouse to		

Receptor (or group of receptors)	Value of receptor	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
						the London Road boundary, would restore the existing hedge line removed at construction.		

Table F10-7 Summary of residual effects: visual

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Construction								
Cartio Môn Go-Karting Centre	Low (V: Low, S: Low)	Staff and visitors at the go-carting centre would have direct open, slightly elevated views along the full extent of the site. Site clearance and construction activities would be very noticeable in views. There would be notable views of the construction activities for the internal access roads and car-parking hardstanding areas, and construction of the bus facilities and bus shelters and bus shelters.	Adverse Short-term	Medium	Moderate adverse Significant	Advance planting would be implemented within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5. Advance planting would reinforce and enhance existing hedgerows. Early phased programme of grass seeding and management would be implemented	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
						as areas are completed. .		
Operation – winter year 1								
Cartio Môn Go-Karting Centre	Low (V: Low, S: Low)	From the viewing location the receptors would have open and extensive views of the carpark, and security fencing. Enhancement planting of hedgerows would not be sufficiently established to provide beneficial screening or landscape integration. Lighting columns would be notable vertical elements. The reflection of parked and moving car windows, the mixed colour and pattern of parked cars would be a notable introduced	Adverse Medium-term	Medium	Moderate adverse Significant	The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and visual intrusion. Use of visually recessive colours and light structural frames.	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		man-made feature within the rural landscape. Buses would have a similar visual impact. The new bus facilities and canopies would be notable and add to the extensive developed site although the scale of the bus facilities and stone-clad finish would be consistent with surrounding farm buildings.						
Operation – summer year 5								
Cartio Môn Go-Karting centre	Low (V: Low, S: Low)	By year 5 the enhanced native hedgerows, together with the ornamental hedgerow planting would provide a structure to the Park and Ride more in keeping with the rural context, and improve	Adverse Medium-term	Medium	Moderate adverse Significant	The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and visual	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		visual amenity and landscape integration.				intrusion. Use of visually recessive colours and light structural frames.		
Decommissioning								
Cartio Môn Go-Karting Centre	Low (V: Low, S: Low)	The receptors would have open extensive views of the decommissioning activities which would be similar in scale to the construction phase although over a shorter duration. The enhanced hedgerows would not have matured sufficiently to provide beneficial effects on visual amenity due to the existing extensive views. Incremental reinstatement of	Adverse Short-term	Medium	Moderate adverse Significant	External boundaries would be re-instated to pre-development condition or better: 1) existing boundary hedgerows and stone walls, removed for Park and Ride access and egress, would be restored to	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		completed areas would begin to offset adverse effects. The Park and Ride would be returned to its existing pastoral use.				the original boundary alignment; 2) localised openings to internal hedgerows would be restored where previously removed for vehicular access; and 3) new internal hedgerow, extending east to west, from the location of demolished Dalar Hir farmhouse to the London Road boundary, would restore		

Receptor (or group of receptors)	Sensitivity of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
						the existing hedge line removed at construction.		

10.8 References

Table F10-8 Schedule of references

ID	Reference
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