

Wylfa Newydd Project

6.6.28 ES Volume F - Park and Ride App F10-2 - Landscape effects schedule

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Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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1 Landscape effects schedule

Table 1-1 Landscape character – local landscape character 1

(Published sources of character areas have been used to inform the assessment of effects on local landscape character).

Note: The methodology for the assessment is set out in chapter B10 (Landscape and visual) (Application Reference Number: 6.2.10).

Receptor (including indication of whether receptor would be directly or indirectly impacted)	Approx. distance to nearest point of Park and Ride boundary	Key characteristics/features/special qualities, including source of these for published areas	Sensitivity of landscape receptor (with value (V) and susceptibility (S) in brackets)	Change to landscape with embedded and good practice landscape mitigation	Magnitude of landscape change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
Local Landscape Character Based on Anglesey Landscape Strategy Update 2011 LCA 5: North West Anglesey and LCA 17: West Central Anglesey Anglesey Landscape Strategy Update 2011 (IACC and TACP, 2011) [RD1]	0m	The key feature of the local landscape to the north of the A55 corridor is the characteristic drumlin field. This has resulted in the classic “basket of eggs” description for the landscape. The hillocks trend in a south-west to north-east direction, diminishing in definition south of the A55/A5 corridor. Low drumlin features to the south-west and west of the corridor define the south-western extent of the study area. To the east the topography forms a gently undulating pattern which largely reflects the influences of the underlying geology. This results in the very typical small rocky outcrops that are scattered around the eastern part of the study area. A ridge to the east defines the eastern extent of the study area. These are mirrored by the complex of small areas of semi-natural habitat – mires, trees, hedgerows and hedgebanks which are found throughout the area within a larger matrix of improved agricultural grassland. The A55 corridor is a linear feature locally influencing the levels of tranquillity associated with the surrounding rural character.	Medium (V: Medium, S: Medium)	Construction 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 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: There would be no indirect effects	Medium adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Moderate adverse over short-term 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 as areas are completed to improve integration with surrounding rural area.	Medium adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Moderate adverse over short-term Significant

¹ For the locations of designated areas and published LCAs, refer to figure F10.3 (Application Reference Number: 6.6.38).

Receptor (including indication of whether receptor would be directly or indirectly impacted)	Approx. distance to nearest point of Park and Ride boundary	Key characteristics/features/special qualities, including source of these for published areas	Sensitivity of landscape receptor (with value (V) and susceptibility (S) in brackets)	Change to landscape with embedded and good practice landscape mitigation	Magnitude of landscape change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
		<p>The majority of the landscape is characterised by improved grassland, especially in the drumlin field. Tall hedgerow field boundaries tend to be consistent through the differing landscape characteristics with dry stone walls more notable within drumlin fields. Small settlements are dispersed across the study area and generally have a very limited influence beyond their immediate setting due to surrounding slightly higher land and vegetation. The Valley Lakes SSSI, Llyn Trawfyll SSSI and Llyn Dinam SAC to the south and south-west of the Park and Ride do not influence the character of the local landscape character study area.</p>		<p><u>Operation – winter year 1</u></p> <p>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 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.</p> <p>Indirect effects: There would be no indirect effects</p>	<p>Medium adverse over medium-term (Size and scale: Medium Geographical Extent: Small)</p>	<p>Moderate adverse over medium-term Significant</p>	<p>No additional mitigation practicable</p>	<p>Medium adverse over medium-term (Size and scale: Medium Geographical Extent: Small)</p>	<p>Moderate adverse over medium-term Significant</p>
				<p><u>Operation – summer year 5</u></p> <p>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 scale and species. Establishment of the enhanced native planting and screen planting for the A5 would aid integration of the Park and Ride.</p>	<p>Medium adverse over medium-term (Size and scale: Medium; Geographical extent: Small)</p>	<p>Moderate adverse over medium-term Significant</p>		<p>Medium adverse over medium-term (Size and scale: Medium; Geographical extent: Small)</p>	<p>Moderate adverse over medium-term Significant</p>

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				Although the landscape structure would have been mostly restored, this would not offset the loss of rural character and features and the presence of the Park and Ride would remain an incongruous feature during the operational phase. Indirect effects: There would be no indirect effects					
				Decommissioning Direct effects: The demolition of the bus facilities building, removal of hardstanding/infrastructure and replacement with landscape features (grass, stone walls, field boundaries) characteristic of the area would improve the local landscape character and return fields to pastoral use. Absence of cars and buses would be notable and help restore the rural characteristics. Incremental reinstatement of completed areas would begin to offset adverse effects; planting supplemented as required following decommissioning works includes reinstatement of the hedgerow pattern similar to the original layout to reinstate the original field pattern. Indirect effects: There would be no indirect effects	Medium adverse over short-term (Size and scale: Medium; Geographical extent: Small)	Moderate adverse over short-term (Size and scale: 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 the original boundary alignment; 2) localised openings to internal hedgerows would be restored where previously removed for vehicular access; 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.	Medium adverse over short-term (Size and scale: Medium Geographical extent: Small)	Moderate adverse over short-term (Size and scale: Significant)

2 References

ID	Reference
RD1	IACC and TACP. 2011. <i>The Isle of Anglesey: Anglesey Landscape Strategy Update 2011 (Document No. DC.011)</i> . [Online]. [Accessed: February 2017]. Available from: https://www.gwynedd.llyw.cymru/en/Council/Documents---Council/Strategies-and-policies/Environment-and-planning/Planning-policy/Supporting-documents/Anglesey-Landscape-Strategy---Update-2011-(DC.011).pdf .