

Wylfa Newydd Project

6.6.29 ES Volume F - Park and Ride App F10-3 - Visual effects schedule

PINS Reference Number: EN010007

Application Reference Number: 6.6.29

June 2018

Revision 1.0

Regulation Number: 5(2)(a)

Planning Act 2008

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

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1 Visual effects schedule

1.1 Visual effects

Table 1-1 Visual effects

Viewpoint number	Location, direction, designation and type of view (Representative/ Illustrative)	Approx. distance to nearest point of Park and Ride boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
1	Representative view from a minor road to the north of the Park and Ride. Applied as representative view for community receptors in Bodedern located 1.0km further north. (No views or representative viewpoint available from ground level due to intervening vegetation. Assessment will be based on views from upper storeys only).	Transient receptors on the minor road - 630m Community receptors in Bodedern 1.6km	<p><u>Transient receptors on the minor road</u> Low level medium distance views across pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings. Views south-west include the low drumlin features and the elevated A55 Junction 4 interchange. Detractors in the landscape include a transmission tower on top of a drumlin feature; the Junction 4 slip-road, road signage, tall lighting columns and moving traffic.</p> <p><u>Community receptors in Bodedern</u> Views would be similar to those above although greater distance, approximately 1km further north and additional intervening hedgerows and other vegetation.</p>	<p>Panoramic view south and south-west.</p> <p>Transient receptors. (Minor road for local access)</p> <p>Representative view for community receptors in Bodedern Views from upper storeys only. There are no views from ground floor windows or for pedestrians on roads or footpaths. (Small percentage of the total number of properties within Bodedern)</p>	<p>Medium (V: Medium, S: Medium) for transient receptors</p> <p>High (V: Medium, S: High) for community receptors</p>	<p><u>Construction</u> Transient receptors: From the road the receptors would have partially filtered views of construction activities and stripped areas of soil across the majority of the site.</p> <p><u>Construction</u> Community receptors: Residential properties on the southern edge of Bodedern would have views to the access road construction on the west of the site (which is an artificially elevated location to tie into the Junction 4 interchange) from upper storey windows, although intervening vegetation would substantially screen ground level activities. There would be no views into the east of the Park and Ride due to the slightly lower ground level within the Park and Ride.</p> <p><u>Operation – winter year 1</u> Transient receptors: From the viewing location the receptors would have partially filtered views of the bus facilities although the scale and stone clad finish would be consistent with surrounding farm buildings. 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</p>	<p>Small adverse over short-term (Size and scale: Medium; Geographical extent: Small)</p> <p>Small adverse over short-term (Size and scale: Small; Geographical extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Medium Geographical extent: Small)</p>	<p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p>	<p>Advance planting would be implemented within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5.</p> <p>Advance planting would reinforce and enhance existing hedgerows. Early phased programme of grass seeding and management would be implemented as areas are completed.</p> <p>The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and visual intrusion. Use of</p>	<p>Small adverse over short-term (Size and scale: Medium; Geographical extent: Small)</p> <p>Small adverse over short-term (Size and scale: Small; Geographical extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Medium Geographical extent: Small)</p>	<p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p>

Viewpoint number	Location, direction, designation and type of view (Representative/ Illustrative)	Approx. distance to nearest point of Park and Ride boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
						scale and species. The enhanced hedgerows would not be established sufficiently to provide beneficial screening. The reflection of parked and moving car windows, the mixed colour and pattern of parked cars would be a notable introduced man-made feature within the rural landscape. Buses would have a similar visual impact.			visually recessive colours and light structural frames.		
						<u>Operation – winter year 1</u> Community receptors: Existing intervening vegetation would almost completely screen views towards the Park and Ride with some filtered views from first floor windows only. The enhanced hedgerows would not provide beneficial screening due to the elevated viewing position. The receptors would have very filtered views of the increased traffic movement on the Junction 4 interchange. There would be no ground level views of parked cars/buses or the bus facilities. Tops of lighting columns would be noticeable in the rural landscape.	Negligible adverse over medium-term (Size and scale: Negligible Geographical extent: Negligible)	Negligible adverse over medium-term Not Significant	Not required.	Negligible adverse over medium-term (Size and scale: Negligible Geographical extent: Negligible)	Negligible adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Transient receptors: The enhanced hedgerows along the northern boundary would provide a stronger boundary and provide positive landscape integration although the Park and Ride would remain visible above the hedgerow.	Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over medium-term Not Significant	Additional mitigation at Operational Year 1 would apply at Year 5	Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Community receptors: The enhanced hedgerows along the northern boundary would provide a stronger boundary and provide positive landscape integration although limited in density to existing hedgerows. There would be no views of operational traffic.	Negligible adverse over medium-term (Size and scale: Negligible Geographical extent: Negligible)	Negligible adverse over medium-term Not Significant	Not required.	Negligible adverse over medium-term (Size and scale: Negligible Geographical extent: Negligible)	Negligible adverse over medium-term Not Significant

Viewpoint number	Location, direction, designation and type of view (Representative/ Illustrative)	Approx. distance to nearest point of Park and Ride boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
						<u>Decommissioning</u> Transient and community receptors: This would involve the removal of temporary structures and services, breaking up concrete and surfacing, removal of lighting columns and the importation and deposition of topsoil of a similar grade to that which was in place before the Park and Ride was constructed. These activities would have an adverse effect of receptor views. Incremental reinstatement of completed areas would begin to offset adverse effects. Planting supplemented as required following decommissioning works would partially screen views. The Park and Ride site would be returned to its existing pastoral use.	Small adverse over short term (Size and scale: Medium Geographical extent: Small)	Minor adverse over short-term Not Significant	External boundaries would be reinstated 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	Small adverse over short-term (Size and scale: Medium Geographical extent: Small)	Minor adverse over short-term Not Significant

Viewpoint number	Location, direction, designation and type of view (Representative/ Illustrative)	Approx. distance to nearest point of Park and Ride boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
									removed at construction		
2	Representative view north-east from the Junction 4, A5 interchange, including London Road. Refer to photomontage in appendices F10-05-03 and F10-05-04	10m	Very slightly elevated medium to long-distance views across pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings. Surrounding views include the low drumlin features. The A55, A5 and Junction 4 interchange, moving traffic, together with lighting columns, signage and chevron warning signs, are the main features in views. Other detractors include a transmission tower on top of a drumlin feature.	Panoramic view north-east. Transient receptor (view is representative of all receptors using the northern Junction 4 interchange and A5 slip road heading east/west).	Low (V: Medium, S: Low)	<u>Construction</u> Short distance open slightly elevated views into the Park and Ride. There would be extensive views of the construction activities for the new access road and roundabout, internal access roads and car-parking hardstanding areas, and construction of the bus facilities and bus shelters. The transient receptors would experience change in views for only a very short section (approximately 250m) of the immediate road network.	Small adverse over short-term (Size and scale: Medium; Geographical extent: Small)	Minor adverse over short-term Not 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.	Small adverse over short-term (Size and scale: Medium Geographical extent: Small)	Minor adverse over short-term Not Significant
						<u>Operation – winter year 1</u> The transient receptors would experience change in views for only a very short section (approximately 250m) of the immediate road network. From the viewing location the receptors would have open views of the carpark security fencing. Enhancement planting of hedgerows and ornamental 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 man-made	Medium adverse over medium-term (Size and scale: Medium; Geographical extent: Small)	Minor adverse over medium-term Not 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	Medium adverse over medium-term (Size and scale: Medium Geographical extent: Small)	Minor adverse over medium term Not Significant

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						<p>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. The scale of the bus facilities and stone-clad finish would be consistent with surrounding farm buildings.</p> <p><u>Operation – summer year 5</u> 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, improving visual amenity and landscape integration. The establishing ornamental hedgerows and native hedgerows would have limited beneficial change on visual effects due to the scale of the Park and Ride within the view.</p>				structural frames.		
						<p><u>Decommissioning</u> The receptor would have open extensive views of the decommissioning activities which would be similar in scale to the construction phase although for a shorter duration. The enhanced hedgerows would not have matured sufficiently during the decommissioning phase to provide beneficial screening effects on visual amenity due to the existing extensive views.</p> <p>Incremental reinstatement of completed areas would begin to offset adverse effects.</p> <p>The Park and Ride site would be returned to its existing pastoral use.</p>	<p>Small adverse over medium-term (Size and scale: Medium; Geographical extent: Small)</p>	<p>Minor adverse over medium-term Not Significant</p>	<p>External boundaries would be reinstated 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</p>	<p>Small adverse over short-term (Size and scale: Medium; Geographical extent: Small)</p>	<p>Minor adverse over short-term Not Significant</p>	

Viewpoint number	Location, direction, designation and type of view (Representative/ Illustrative)	Approx. distance to nearest point of Park and Ride boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
									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.		
3	Representative view north-east from Llanfihangel-yn-Nhywyn	460m	<p>Low-lying settlement with short distance views to the north towards low drumlin features and the elevated A55 Junction 4 interchange. Views of pastoral farmland with strong hedgerow boundaries. Detractors in the landscape include many telegraph poles, a transmission tower on top of a drumlin feature; the Junction 4 slip-road, road signage, tall lighting columns and moving traffic. The main settlement views are south, east and west limited by surrounding generally two-storey properties with longer distance views across flatter land to the south from the settlement edges.</p>	Panoramic view north-east. Community receptor group on the northern edge of Llanfihangel-yn-Nhywyn (Small percentage of the actual number of properties within Llanfihangel-yn-Nhywyn)	High (V: Medium S: High) for the community receptor	<u>Construction</u> Community receptor: Local filtered views towards A5 highways upgrading work to footways and cycleway construction would be notable on the horizon. The receptor has no direct views into the Park and Ride site although receptors would have some very limited views of construction plant movement associated with construction of the Park and Ride access road.	Negligible adverse over short-term (Size and scale: Negligible; Geographical extent: Negligible)	Negligible adverse over short-term (Size and scale: Negligible; Geographical extent: Negligible)	Not required.	Negligible adverse over short-term (Size and scale: Negligible; Geographical extent: Negligible)	Negligible adverse over short-term (Size and scale: Negligible; Geographical extent: Negligible)
				Recreational Receptor: Single PROW on the northern edge of Llanfihangel-yn-Nhywyn	High (V: Medium S: High) for the recreational receptor	<u>Construction</u> Recreational receptor: The PROW is on the northern edge of Llanfihangel-yn-Nhywyn. Therefore, the change in view is very similar to those of community receptors above.	Negligible adverse over short-term (Size and scale: Negligible; Geographical Extent: Negligible)	Negligible adverse over short-term (Size and scale: Negligible; Geographical Extent: Negligible)		Negligible adverse over short-term (Size and scale: Negligible; Geographical extent: Negligible)	Negligible adverse over short term (Size and scale: Negligible; Geographical extent: Not Significant)

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				Transient Receptor: Minor road on the northern edge of Llanfihangel-yn-Nhywyn	Medium (V: Medium, S: Medium) for transient receptors	<u>Construction</u> Transient receptor: The local road is on the northern edge of Llanfihangel-yn-Nhywyn. Therefore, the change in view is very similar to those of community receptors above.	Negligible (adverse over short-term (Size and scale: Negligible; Geographical Extent: Negligible))	Negligible (adverse over short-term (Size and scale: Negligible; Geographical Extent: Negligible))		Negligible (adverse over short-term (Size and scale: Negligible; Geographical Extent: Negligible))	Negligible (adverse over short term Not Significant)
						<u>Operation – winter year 1</u> Community receptor, recreational receptor and transient receptor: There would be no views into the Park and Ride site. Proposed lighting columns to the Park and Ride access road may be noticeable although this would be seen in the context of the existing Junction 4 interchange lighting columns.	No change	Not applicable	Not required.	No change	Not applicable
						<u>Operation summer year 5</u> Community receptor, recreational receptor and transient receptor: There would be no impacts on visual amenity during the operational phase.	No change	Not applicable		No change	Not applicable
						<u>Decommissioning</u> Community, recreational receptor and transient receptor: 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. The Park and Ride site would be returned to its existing pastoral use.	Negligible (adverse over short-term (Size and scale: Negligible Geographical extent: Negligible))	Negligible (adverse over short-term (Size and scale: Negligible Geographical extent: Negligible))	Not required.	Negligible (adverse over short-term (Size and scale: Negligible Geographical extent: Negligible))	Negligible (adverse over short-term Not Significant)
4	Representative view west from	100m to the centre	Medium distance views across the surrounding	Panoramic view	Low (V: Low, S: Low)	<u>Construction</u> Staff and visitors at the go-carting centre	Medium adverse over	Moderate adverse over	Advance planting	Medium adverse over	Moderate adverse over

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	the Cartio Mon Go-Karting Centre <i>Refer to photomontage in appendices F10-05-01 and F10-05-02</i>	main building	pastoral landscape with strong hedgerow boundaries. Views of pastoral farmland with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings. The centre has open views towards the A55, A5 and Junction 4 interchange including road signage, tall lighting columns and moving traffic. Detractors in the landscape include a transmission tower on top of a drumlin feature and some more distant telegraph poles.	west Recreational receptor on the eastern edge of the Park and Ride.	S: Low	would have direct open, slightly elevated views along the full extent of the site. Site clearance and construction activities would be 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.	short-term (Size and scale: Medium Geographical Extent: Medium)	short-term Significant	would be implemented within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5. Advance planting to reinforce and enhance existing hedgerows. Early phased programme of grass seeding and management would be implemented as areas are completed	short-term (Size and scale: Medium Geographical Extent: Medium)	short-term Significant
						<u>Operation – winter year 1</u> 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 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.	Medium adverse over medium-term (Size and scale: Medium Geographical Extent: Medium)	Moderate adverse over medium-term 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 adverse over medium-term (Size and scale: Medium Geographical Extent: medium)	Moderate adverse over medium-term Significant

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						<u>Operation – summer year 5</u> 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 visual amenity and landscape integration although the establishing ornamental hedgerows and native hedgerows would not effectively reduce the visual effects as due to the scale of the Park and Ride within the view.	Medium adverse over medium-term (Size and scale: Medium Geographical Extent: Medium)	Moderate adverse over medium-term Significant		Medium adverse over medium-term (Size and scale: Medium Geographical Extent: Medium)	Moderate adverse over medium-term Significant
						<u>Decommissioning</u> The receptor 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 completed areas would begin to offset adverse effects. The Park and Ride site would be returned to its existing pastoral use.	Medium adverse over short-term (Size and scale: Medium Geographical Extent: Medium)	Moderate adverse over short-term Significant	External boundaries would be reinstated 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	Medium adverse over short-term (Size and scale: Medium Geographical Extent: medium)	Moderate adverse over short-term Significant

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									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.		
5	Representative view north from the National Cycle Route (NCN) 8 and minor road.	Recreational receptor NCN 8. - 350m Transient receptors on the minor road - 350m	Elevated medium/long distance views across pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms, residential buildings and Bodedern to the north. Views north include the low drumlin features and the A55 and A5. Detractors in the landscape include a transmission tower on top of a drumlin feature; road signage and moving traffic.	Panoramic view north. Recreational receptor NCN 8	High (V: Medium, S: High) for the recreational receptor NCN 8 Medium (V: Medium, S: Medium) for the transient receptors.	<u>Construction</u> Recreational receptors: From the road, receptors would have oblique, partially filtered, elevated views from the drumlin feature, across most of the Park and Ride. Receptors would view the site for a very short section, approximately 200m along the NCN which traverses Anglesey. The rising drumlin feature to the west obscures views of construction of the access roundabout and junction upgrading works. 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.	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant	Advance planting 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.	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant
				Transient receptors. (Minor road for local access)		<u>Construction</u> Transient receptors: Views for transient receptors would be similar to those for recreational receptor NCN 8, although transient receptors would be travelling more quickly resulting in a lesser impact on views.	Small adverse over short-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over short-term Not Significant	The colour and structure of the bus canopies would be chosen to	Small adverse over short-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over short-term Not Significant
						<u>Operation – winter year 1</u> Recreational receptors: From the viewing location the receptors would have partially filtered although extensive views of the carpark. Enhancement planting adjacent to the A5 slip road would not	Small adverse over medium-term (Size and scale: Medium)	Minor adverse over medium-term Not Significant	Small adverse over medium-term (Size and scale: Medium)	Minor adverse over medium-term Not Significant	

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						have be sufficiently established to provide beneficial screening. Lighting columns would be notable vertical elements. The reflection from parked and moving car windows, the mixed colour and pattern of parked cars would be a notable introduced 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. The scale of the bus facilities and stone-clad finish would be consistent with surrounding farm buildings.	Geographical Extent: Small)		reduce the mass of the canopies and visual intrusion. Use of visually recessive colours and light structural frames.	Medium	
						<u>Operation – winter year 1</u> Transient receptors: Views for transient receptors would be similar to those for recreational receptor NCN 8, although transient receptors would be travelling more quickly resulting in a lesser impact on views. Enhancement planting adjacent to the A5 slip road would not be established sufficiently to provide beneficial screening.	Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over medium-term Not Significant		Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Recreational receptors: Enhancement planting within the woodland belt along the A5 boundary would have approximately five years to become established and would provide some screening of the Park and Ride nearest to the woodland belt, and positive landscape integration. Although, due to the elevated location from which it is viewed and scale of the Park and Ride the reflection from parked and moving car windows, mixed colour and pattern of parked cars would remain a noticeable introduced man-made feature within the rural landscape. Buses would have a similar visual impact. The new bus facilities and canopies would be noticeable.	Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over medium-term Not Significant	Additional mitigation at Operational Year 1 would apply at Year 5	Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Transient receptors: Enhancement planting within the woodland belt along	Small adverse over medium-term	Minor adverse over medium-term		Small adverse over medium-term	Minor adverse over medium-term

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						the A5 boundary would have approximately five years to become established and would provide some screening of the Park and Ride nearest to the woodland belt, and positive landscape integration. Although, due to the elevated location from which it is viewed and scale of the Park and Ride the reflection from parked and moving car windows, mixed colour and pattern of parked cars would remain a noticeable introduced man-made feature within the rural landscape. Buses would have a similar visual impact. The new bus facilities and canopies would be noticeable. Operational lighting columns would be notable in the rural landscape.	(Size and scale: Small Geographical Extent: Small)	Not Significant			(Size and scale: Small Geographical Extent: Small)	Not Significant
						<u>Decommissioning</u> Recreational and transient receptors. Receptors would have views of the decommissioning activities although, 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 Park and Ride site would be returned to its existing pastoral use.	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant	External boundaries would be reinstated 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	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant	

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									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.		
6	Representative view north from the A5 Holyhead Road.	A5 Holyhead Road - 0m Gwyddfor Residential Home 210m	<u>Transient receptor A5</u> The route provides medium to long distance views through the centre of the Anglesey countryside of a gently rolling pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings and settlements. Nearing the Junction 4 route converges with the A55 where roadside planting limits views too short to medium distance. Views north from the A5 are partially screened by the	Panoramic view north-west Transient receptor south of the Park and Ride Community Receptor north-east of the Park and Ride (Gwyddfor Residential Home)	Medium (V: Medium, S: Medium) for the transient receptor High (V: Medium, S: High) for the community Receptor	<u>Construction</u> Transient receptor: Views of construction activities partially filtered by the existing establishing woodland belt along the full extent of the Park and Ride with views opening up at the Junction 4 interchange. Construction activities would be notable particularly the new access roundabout and including the upgrading work to Junction 4 and slip roads.	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant	Advance planting within the establishing planting belt parallel with the southern Dalar Hir site boundary and the A5. Advance planting to reinforce and enhance existing hedgerows. Early phased programme of grass	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant

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			<p>establishing woodland belt that is parallel with the road. Detractors in the landscape in the vicinity of Junction 4 include a transmission tower on top of a drumlin feature; the Junction 4 overbridges, road signage and tall lighting columns.</p> <p><u>Community Receptor Gwyddfor Residential Home</u></p> <p>Slightly elevated location with views heavily filtered by a large tree group within the property boundary. The view to the south-west with longer distance views across flatter land to the south towards the A5 and low drumlin features. Views of pastoral farmland with strong hedgerow boundaries. Detractors in the landscape include transmission tower on top of a drumlin feature.</p>		<p><u>Construction</u> Community Receptor: Receptors would have oblique, slightly elevated views from a very limited south-western facing aspect of the large residential home, partially filtered and focused by surrounding vegetation south-west across a large area of the Park and Ride. Site clearance and construction activities would be noticeable in views. There would be noticeable views of the construction activities for the internal access roads and car-parking hardstanding areas and construction of the bus facilities and bus shelters from a very limited aspect of the residential home.</p> <p><u>Operation – winter year 1</u> Transient receptor: Receptors would have partially filtered views of the bus facility and car-parking and lighting scheme. The receptors would have views of the increased traffic movement on the Junction 4 interchange. Lighting columns would be notable vertical elements. Enhancement planting along the woodland belt would not be established sufficiently to provide beneficial screening.</p> <p><u>Operation – winter year 1</u> Community receptor: Receptors would have oblique, slightly elevated views from a very limited south-western facing section aspect of the large residential home, partially filtered and focused by surrounding vegetation south-west across a large area of the Park and Ride. From the viewing location the receptors would have partially filtered views of the carpark security fencing from a limited south-western facing section of the large residential home. Enhancement planting of hedgerows would not be established sufficiently to provide beneficial screening. Lighting columns would be notable vertical elements. The reflection</p>	<p>Small adverse over short-term (Size and scale: Small Geographical Extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)</p>	<p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p>	<p>seeding and management would be implemented as areas are completed</p>	<p>Small adverse over short-term (Size and scale: Small Geographical Extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Medium Geographical Extent: Small)</p> <p>Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)</p>	<p>Minor adverse over short-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p> <p>Minor adverse over medium-term Not Significant</p>	

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						of parked and moving car windows, the mixed colour and pattern of parked cars would be a notable introduced man-made feature within the rural landscape. Buses would have a similar visual impact.					
						<u>Operation – summer year 5</u> Transient Receptor: Mitigation planting adjacent to the A5 and enhancement planting of the woodland belt along the A5 boundary would have approximately five years to become established and would provide some screening and positive landscape integration although the Park and Ride would remain visible above the hedgerow.	Negligible adverse over medium-term (Size and scale: Small Geographical Extent: Negligible)	Negligible adverse over medium-term Not Significant	Not required.	Negligible adverse over medium-term (Size and scale: Small Geographical Extent: Negligible)	Negligible adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Community Receptor: By year 5 the enhanced native hedgerows planting would provide a structure to the Park and Ride more in keeping with the rural context; improve visual amenity and landscape integration overall. However, the reflection from parked and moving car windows, mixed colour and pattern of parked cars would remain a noticeable introduced man-made feature within the rural landscape. Buses would have a similar visual impact. The new bus facilities and canopies would be noticeable.	Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over medium-term Not Significant	Additional mitigation at Operational Year 1 would apply at Year 5	Small adverse over medium-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over medium-term Not Significant
						<u>Decommissioning</u> Transient Receptor: 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 glimpsed views would remain. The Park and Ride site would be returned to its existing pastoral use.	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant	External boundaries would be reinstated to pre-development condition or better: 1) existing boundary hedgerows and stone walls, removed for Park and Ride	Small adverse over short-term (Size and scale: Medium Geographical Extent: Small)	Minor adverse over short-term Not Significant
						<u>Decommissioning</u> Community Receptor: The receptor would have partially filtered views of the decommissioning activities which would	Small adverse over short-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over short-term Not Significant	External boundaries would be reinstated to pre-development condition or better: 1) existing boundary hedgerows and stone walls, removed for Park and Ride	Small adverse over short-term (Size and scale: Small Geographical Extent: Small)	Minor adverse over short-term Not Significant

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						be similar in scale to the construction phase although over a shorter duration. The enhanced hedgerows would be of limited benefit due to the existing extensive views. The Park and Ride site would be returned to its existing pastoral use.	scale: Small Geographical Extent: Small)		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.	scale: Small Geographical Extent: Small)	Significant
A55	(No view-point due to difficulty of photography on the busy road)	A55 25m	Medium to long distance views of a gently rolling Anglesey countryside. Views of pastoral landscape with strong hedgerow boundaries, occasional tree groups, scattered farms and residential buildings. Nearing Junction 4 views north from the A55 are generally restricted by	Transient Receptor	Low (V: Medium, S: Low)	<u>Construction</u> Transient receptors would have open or partially filtered oblique views of construction activities when nearing Junction 4 from the east or passing Junction 4 from the west although the rising A5 slip road from the east would partially obscure ground level views. Travellers would have views for only approximately 250m of the A55 that crosses Anglesey. Views would be towards the western end at the Park and	Small adverse over short-term (Size and scale: Small Geographical Extent: Negligible)	Minor adverse over short-term Not Significant	Early phased programme of grass seeding and management would be implemented as areas are completed. Measures to be	Small adverse over short-term (Size and scale: Small Geographical Extent: Negligible)	Minor adverse over short-term Not Significant

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			embankments and roadside planting although views open up just east of the Junction 4 interchange. Detractors in the landscape in the vicinity of Junction 4 include a transmission tower on top of a drumlin feature; the Junction 4 overbridges, road signage and tall lighting columns.			Ride new access roundabout and upgrading work to Junction 4 and slip roads when travelling from the east. Views would be towards the construction of the bus facility building when travelling from the west.			implemented to keep construction task lighting to an absolute minimum. Advance planting for enhancement within existing hedgerows, for new hedgerows, and within the woodland belt.		
						<u>Operation – winter year 1</u> Transient receptors would have limited views towards the Park and Ride due to rising topography. The receptors would have views of the increased traffic movement on the Junction 4 interchange. Enhancement planting adjacent to the A5 slip road would not have established sufficiently to provide beneficial screening.	Small adverse over medium-term (Size and scale: Small Geographical Extent: Negligible)	Minor adverse over medium-term Not Significant	The colour and structure of the bus canopies would be chosen to reduce the mass of the canopies and minimise visual intrusion	Small adverse over medium-term (Size and scale: Small Geographical Extent: Negligible)	Minor adverse over medium-term Not Significant
						<u>Operation – summer year 5</u> Mitigation planting adjacent to the A5 and enhancement planting of the woodland belt along the A5 boundary would have approximately five years to establish and would provide some screening and positive landscape integration. Due to the slightly lower elevation transient receptors would be unlikely to have direct views of lighting columns or luminaires.	Negligible adverse over medium-term (Size and scale: Negligible Geographical Extent: Negligible)	Negligible adverse over medium-term Not Significant	Not required.	Negligible adverse over medium-term (Size and scale: Negligible Geographical Extent: Negligible)	Negligible adverse over medium-term Not Significant
						<u>Decommissioning</u> Mitigation planting would provide beneficial screening of decommissioning activities although glimpsed views would remain. Incremental reinstatement of completed areas would begin to offset	Negligible adverse over short-term (Size and scale: Not Significant)	Negligible adverse over short-term Not Significant	Not required.	Negligible adverse over short-term (Size and scale: Not Significant)	Negligible adverse over short-term Not Significant

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						adverse effects; The Park and Ride site would be returned to its existing pastoral use.	Negligible Geographical Extent: Negligible)			Negligible Geographical Extent: Negligible)	