

Wylfa Newydd Project

**6.7.4 ES Volume G – A5025 Off-line Highway
Improvements G4 – Public access and
recreation**

PINS Reference Number: EN010007

Application Reference Number: 6.7.4

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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4 Public access and recreation

4.1 Introduction

- 4.1.1 This chapter describes the assessment of potential public access and recreation effects resulting from the construction and operation of the A5025 Off-line Highway Improvements.
- 4.1.2 The chapter excludes the construction and operational traffic-related effects to public access and recreation receptors. These are considered in the assessment contained within chapter C3 (public access and recreation effects of traffic) (Application Reference Number: 6.3.3), which covers project-wide effects of traffic upon public access and recreation.
- 4.1.3 Please refer to chapter B4 (public access and recreation) (Application Reference Number: 6.2.4) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the public access and recreation assessment; and assessment methodologies and criteria.

4.2 Study area

- 4.2.1 This section describes the study area relevant to the public access and recreation assessment for the A5025 Off-line Highway Improvements.
- 4.2.2 Chapter G1 (proposed development) (Application Reference Number: 6.7.1) provides details regarding the proposed development and how the A5025 has been split into seven sections plus the Power Station Access Road Junction. The A5025 Off-line Highway Improvements relate to sections 1, 3, 5, 7 and the Power Station Access Road junction. The study area for public access and recreation includes the Order Limits for the purpose of the Development Consent Order (DCO) for section 1 (Valley), section 3 (Llanfachraeth), section 5 (Llanfaethlu) and section 7 (Cefn Coch) and the Power Station Access Road Junction plus a buffer area of 250m (figures G4-1 to G4-5, Application Reference Number: 6.7.48). While there is no industry standard for determining the study area of public access and recreation assessments, the distance of 250m is considered to provide a sufficient distance from the works to identify recreational receptors, including PRoWs which could be adversely effected by the construction and operation of the A5025 Off-line Highway Improvements.

4.3 Baseline environment

- 4.3.1 This section provides a summary of the baseline conditions for public access and recreation within the study area described in section 4.2.
- 4.3.2 In 2016, traffic flows along the A5025 between Valley and the Wylfa Newydd Development Area varied according to location, ranging between approximately 3,000 and 7,500 vehicles per day (see table C2-1 of chapter C2, traffic and transport, Application Reference Number: 6.3.2).

4.3.3 Table G4-1 provides a summary of this information and shows that traffic flows are highest near Valley and gradually decline as the A5205 travels north towards the Wylfa Newydd Development Area.

Table G4-1 Traffic flows along A5025 in 2016

Section	Annual average daily traffic
1 (Valley)	7,257
3 (Llanfachraeth)	5,371
5 (Llanfaethlu)	4,030
7 (Cefn Coch)	2,956
Power Station Access Road junction	3,184

Section 1: Valley

Public access

4.3.4 The definition of 'public access' has been provided in paragraph 4.1.2 of chapter B4 (Application Reference Number: 6.2.4).

4.3.5 There is one Public Right of Way (PRoW) within the study area for section 1. PRoW 49/016/2 orients northwest from the A5025 near Cleifiog Fawr to join National Cycle Network (NCN) Route 566 (Copper Trail). It is accessed via a field gate; however, currently the access is not gated. Having reviewed aerial photography, this footpath is signposted from the A5025 carriageway, but appears little used. PRoW 49/016/2 has been assigned medium value because while it does not link to the wider PRoW network in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4), it does provide linkages to built-up areas.

Onshore recreation

4.3.6 The definition of 'onshore recreation' has been provided in paragraph 4.1.2 of chapter B4 (Application Reference Number: 6.2.4).

Cycling

4.3.7 Rural roads on Anglesey are used as a recreational resource for cyclists. Some of the routes used form part of promoted recreational routes while others are informal.

4.3.8 There are no sections of the NCN within section 1. The Tour de Môn cycle race is an annual event with three different routes¹. Each of these routes makes use of the A5025 within section 1. The 2016 event attracted over 1,400 cyclists.

4.3.9 The length of the Tour de Môn within section 1 has been assigned medium value, as it is part of a promoted route that local people and competitors from across the UK and Ireland attend in order to compete. In addition to the use

¹ <http://alwaysaimhighevents.com/tour-de-mon/tour-de-mon-home>

of the route for the actual event, local people use it to practice for the race throughout the year.

4.3.10 The A5025 and A5 within section 1 that do not form part of the Tour de Môn route has been assigned a low value for onshore recreation in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). While the route is used by recreational cyclists it is not of particular importance and other routes of similar or greater recreational value are available within the local area.

Walkers

4.3.11 As described above, there is one PRoW within section 1 (PRoW 49/016/2), and whilst it has been identified that this PRoW experiences low usage and has no linkages to the wider PRoW network, it is possible that walkers who would be using this path would also use the A5025 within section 1 as part of a circular route. Walkers could also be using the A5025 or A5 between junction 3 of the A55 and the A5025 for recreational purposes but these roads are main roads and have a low value for recreation due to the existing levels of traffic on these roads; they would not be used for the purposes of a recreational journey for their own merits.

Horse riders

4.3.12 There are no bridleways within section 1 and it is considered extremely unlikely that horse riders use this section of the A5025 or A5 for recreational purposes; this is due to the levels of traffic that use the carriageway. On this basis, horse riders on section 1 are not considered further for the purposes of this assessment.

Onshore recreation facilities

4.3.13 There are no onshore recreational facilities within the study area for section 1 of the A5025 Off-line Highway Improvements.

Active travel

4.3.14 The definition of 'active travel' has been provided in paragraph 4.1.2 of chapter B4 (Application Reference Number: 6.2.4).

4.3.15 The A5025 and A5 within section 1 provide an important link between communities, primarily Bodedern, Caergeiliog and Valley. Unlike with recreational walkers and cyclists, typically active travel users would seek to take a more direct route and are therefore less influenced by the attractiveness of a route.

4.3.16 Within the study area there are a variety of destinations that would give rise to an active travel journey, all of which are within the village of Valley. Facilities within the village are principally located around the existing A5025/A5 signalised junction with residential areas to the south of the A5 near the A5025/A5 junction and to the north of the A5 to the west of the A5025. Facilities include shops, pubs and a cemetery located within the village along with Ysgol Gymuned Y Fali and a local doctor's surgery.

4.3.17 The A5 provides a route between Caergeiliog and Valley. There is a footway to the south of the A5 between the Caergeiliog roundabout and Valley crossroads, with cyclists using the main carriageway. There is no provision for walkers or cyclists on the A5025 north from Valley towards Llanrhuddlad.

4.3.18 Valley is a designated locality under the Active Travel (Wales) Act 2013 and it is considered that all roads within the study area form part of a network of connections to Valley and to Holyhead (which is within cycling distance of Valley) and have been assigned a medium value.

Section 3: Llanfachraeth

Public access

4.3.19 There are 10 PRoWs within 250m of section 3, details of which are provided in table G4-2. The location of these PRoWs is shown on figure G4-2 (Application Reference Number: 6.7.48). As described in chapter B4 (Application Reference Number: 6.2.4), the value of the PRoW has been informed by consultation with the Isle of Anglesey County Council (IACC), aerial photography and review of the Definitive Map [RD1].

Table G4-2 PRoWs within the study area for section 3

PRoW	Description	Value
49/014/2	This PRoW is located at the southern extent of the scheme and links the A5025 to the B5109 (which links Llanyngchedl to Bodedern). This is a rural footpath that is routed across fields. There is no direct connectivity between this PRoW and the wider PRoW network. From the A5025, there is a metal farm access gate but no signposting. From the B5109, there is no access point where it is marked on the Definitive Map [RD1], but it would be possible to make a link by using a farm access gate and cutting through a break in the hedge. It is not signposted as it leaves the road and the IACC advises that it is little used.	Medium
27/019/1	This PRoW links to the existing A5025 at the southern extent of Llanfachraeth, heading west initially using the access track to Ty Capel and Capel Pont yr Arw. It is a short section of path that does not connect to other PRoWs to the west, but can be linked to PRoW 27/018/1, which leaves the A5025 heading west 5m to the south. The path forms a link to the Afon Alaw and follows the boundary of a listed building. There is a footway from the village of Llanfachraeth to this path and it is within a 30mph speed restriction area. This footpath is clearly signposted from the A5025. No information on the usage of this footpath is available.	Medium

PRoW	Description	Value
27/018/1	This PRoW links to the existing A5025 at the southern extent of Llanfachraeth (at Tyn Gamfa), heading east. The PRoW forms links to the wider PRoW network, including 27/018/1 and 27/016/1. It broadly follows the route of the Afon Alaw but is approximately 20m to the north and there are no views of the river from the path. There is a footway from the village of Llanfachraeth to this path and it is within a 30mph speed restriction area. The path is not signposted from the A5025 but there is a stone stile over the wall into the field, though this is blocked with barbed wire. The IACC advises that this footpath is little used.	Medium
27/017/1	This PRoW is located at the western extent of the scheme and joins the highway that links Llanfachraeth to Stryd-y-Facsen. The footpath is 50m long and appears to have an historic purpose of leading to a well but does not form any linkages to the rest of the PRoW network. The route is not signposted from the road and there is no obvious access point. From a visual assessment based on aerial photography this footpath appears little used.	Low
27/016/1	This PRoW is located 30m west of the scheme and joins the highway that links Llanfachraeth to Stryd-y-Facsen. This path forms linkages to 27/018/1. The path follows the access road to Bryn Farm, but is not signposted from the road. The level of usage of this footpath is unclear and so it has been assumed that it is regularly used to ensure that it is not undervalued.	Medium
27/016/2	This PRoW is located approximately 600m east of the existing A5025. Where it links to PRoW 27/016/1 and 27/018/1 at its western extent. No information on the usage of this footpath is available.	Medium
27/020/1	This PRoW links the A5025 to the side road between Llanfachraeth and Stryd-y-Facsen. It is clearly signposted from the side road, with a metal pedestrian gate located at the access point and from the A5025, though the path follows the driveway of a residential property, which could discourage some walkers. This is a long section of path that follows field boundaries as well as crossing fields at some locations. There was no evidence of use during the site visit and there were	Medium

PRoW	Description	Value
	a number of obstructions along the route. However, the IACC has advised that this route is used.	
27/012/1	This PRoW cuts off the corner of a field between the A5025 and a minor road that links Stryd-y-Facsen to the A5025 to the north of Llanfachraeth (a narrow single track lane). The path is clearly signposted from the A5025, but there is no evidence of recent use. There is some evidence of the access point to the PRoW from the minor road but no evidence of recent use. The footpath does not form any linkages between other PRoWs on the wider network. The IACC advises that use of this footpath is limited.	Low
27/006/1	This PRoW connects to the A5025 to the north of the village next to the churchyard and track to The Rectory. It is not clearly signposted from the road, but the track is easily identifiable. The PRoW does not link with other footpaths directly but links to the 27/007/2 to the north are possible by closing a minor road. The IACC advises that use of this footpath is limited.	Medium
13/030/1	This PRoW is located approximately 270m east of the existing A5025 and links to PRoW 49/014/2 at its western extent. No information about the usage of this PRoW is available.	

Onshore recreation

Cycling

4.3.20 There are no sections of the NCN within section 3. However, recreational cyclists travelling between Llanfachraeth and NCN Route 5 (which crosses the road at Llanyngchedl) would use a section of the A5025.

4.3.21 All three Tour de Môn routes link to the A5025 in the centre of Llanfachraeth (on the road from Stryd y Facsen) and therefore includes a small section to the south of section 3. This section of the A5025 has been assigned medium value as it is part of a promoted route.

4.3.22 The A5025 within section 3 that does not form part of the Tour de Môn route has been assigned a low value for onshore recreation in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). While it is used by recreational cyclists it is not of particular importance and other routes of similar or greater recreational value are available within the local area.

- There are three minor roads that link to the main road within the study area as described below:

- unnamed minor road runs west from the northern most extent of section 3 towards Llanfwrog;
- unnamed minor road that runs east from the northernmost extent of section 3 towards Stryd-y-Facsen; and
- unnamed minor road that runs east from Parc Llynnon estate in the centre of section 3 towards Stryd-y-Facsen (part of the Tour de Môn route described above).

4.3.23 The minor roads within section 3 are quiet rural roads and attractive for recreational cycling, the two northernmost roads do not form part of the NCN or part of a promoted route and have therefore been assigned a low value. This is because while they are of value for recreational purposes they do not offer features that are not available on numerous other rural roads in the area and the cyclists undertaking a recreational cycle journey have flexibility as to where they go and can easily use alternative routes.

4.3.24 In addition to these routes, there are residential streets within the community of Llanfachraeth. These do not form part of wider routes and have been assigned a negligible value.

Walkers

4.3.25 As set out in table G4-2, there are ten PRoWs within section 3, of which five join directly to the A5025. Three of these PRoWs connect to minor roads within section 3.

4.3.26 Recreational walkers will be using the A5025 and the minor roads to create recreational routes that involve linkages between residential properties and the PRoW. While the roads are important in terms of the connectivity that they provide, the A5025 has low value for recreation due to the existing levels of traffic using the road. The minor roads described in paragraph 4.3.23 have been assigned medium value as they form attractive recreational routes in their own right.

4.3.27 Residential streets within Llanfachraeth have been assigned a low value as they do not have any particular recreational features and are only used for utilitarian purposes within a recreational journey.

Horse riders

4.3.28 There are no bridleways within section 3 and it is considered unlikely that horse riders use this section of the A5025 for recreational purposes as a linear route, due to the volume of existing traffic using the road. On this basis, horse riders on section 3 of the A5025 are not considered further for the purposes of this assessment.

4.3.29 The absence of bridleways within the vicinity of the A5025 means that horse riding is likely to be predominantly undertaken using routes along the minor roads. However, many of the minor roads within the study area connect to the A5025, and therefore horse riders are unlikely to use the sections of these minor roads, as they would be required to travel along the A5025 as part of their route. On this basis, the minor roads as they link to the A5025 have been assigned a negligible value for recreational horse riding.

4.3.30 Residential streets are considered to have negligible value for recreational horse riding, as they do not form part of logical links between stables and minor roads.

On-shore recreational facilities

4.3.31 There are no onshore recreational facilities within 250m of section 3.

Active travel

4.3.32 The A5025 within section 3 provides an important link between communities, primarily Llanfachraeth, Valley, Holyhead and Llanfaethlu. Valley and Holyhead are designated localities under the Active Travel (Wales) Act 2013 and Llanfachraeth lies within 8km of these communities. Unlike with recreational walkers and cyclists, typically active travel users would seek to take a more direct route and are therefore less influenced by the attractiveness of a route.

4.3.33 Active travel walkers and cyclists travelling between Llanfachraeth and Valley or Holyhead make use of a short section (approximately 500m) of the A5025 within section 3 south of Llanfachraeth before crossing onto NCN Route 5 along a minor road to Valley (this NCN Route is not within Section 3).

4.3.34 There are a variety of destinations that would give rise to an active travel journey within the village of Llanfachraeth. These include a public house, shops, a village hall and a primary school (Ysgol Llanfachraeth).

4.3.35 Ysgol Llanfachraeth has closed recently with pupils transferred to a larger school in Llanfaethlu (Ysgol y Llannau). While referenced in *Design Guidance: Active Travel (Wales) Act 2013* [RD2], it is considered unlikely that children of primary school age would make the 5km journey along the A5025 between Llanfachraeth and the new school at Ysgol y Llannau on foot or by cycle.

4.3.36 Based on the above and in accordance with chapter B4 (Application Reference Number: 6.2.4), the A5025 within section 3 has been assigned medium value for active travel.

4.3.37 The minor roads which link Llanfaethlu and the smaller communities of Llanfwrog and Stryd-y-Facsen have been assigned medium value for active travel, as they provide the shortest route between these communities and the community facilities available within Llanfachraeth.

Section 5: Llanfaethlu

Public access

4.3.38 There are eight PRoWs and one permissive route located within 250m of section 5 and details of which are provided in table G4-3. The location of the PRoWs is shown on figure G4-3 (Application Reference Number: 6.7.48). As described in chapter B4 (Application Reference Number: 6.2.4), the value of the PRoW has been informed by consultation with IACC, aerial photography and review of the Definitive Map [RD1].

Table G4-3 PRoWs within the study area for section 5

PRoW	Description	Value
29/009A/1	This PRoW is located west of the scheme and leaves a minor road at Rallt Goch and links to Tyddyn-y-Waen. It does not form any linkages between other routes on the PRoW network. The IACC has advised that this footpath has limited use.	Low
29/013/1	This PRoW is located at the southern extent of the scheme and connects to the A5025 heading west. The path is clearly signposted from the road and is accessed through a metal kissing gate (though a farm access gate is also available). This footpath is part of the wider PRoW network and it connects to PRoW 29/011/3 and 29/011/1. The IACC has advised that this footpath has limited use.	Medium
29/007/1	This footpath is located approximately 200m west of the existing A5025 and is linked to PRoW 29/008/1. No information is available about the usage of this footpath.	Medium
29/007/2	This PRoW is located approximately 250m east of the A5025. It is routed north-south between Dronwy, where it forms a junction with PRoWs 27/007A/1 and 27/007/1, and the minor road at Pont Dronwy. This PRoW is not signposted from the highway in either location. The PRoW provides access to Dronwy Caravan Park, therefore it is likely to be in use.	Medium
29/009/1	This PRoW links to the A5025 heading west along the access track to Cae'r Bryniau before continuing to join the A5025 again. There is no clear signage as it leaves the A5025 at its southern extent, at its northern extent it links to the A5025 in a layby, again there is no clear signage but the route can be accessed through a farm access gate. The IACC has advised that this footpath has limited use.	Low
29/008/1 (route as found on the ground)	Located west of the A5025 the footpath is accessed through a kissing gate before crossing an agricultural field. This route is clearly signposted from the A5025. It then links to PRoW 29/007/2 or 29/007/1, which provides a link to Llanfaethlu. The IACC has advised that this footpath is in use.	Medium

PRoW	Description	Value
29/008/1 (as shown on the Definitive Map [RD1])	Located west of the A5025, this PRoW links to PRoW 29/007/2 or 29/007/1, providing a route to Llanfaethlu. Access to this route from the A5025 is hindered by vegetation and stone walling with no signage at the point where the Definitive Map [RD1] indicates this route should meet the road opposite and approximately 35m north of the Logistics Centre site entrance. Given that this footpath cannot be accessed from the A5025, it is considered likely that this route has not recently been used. As there is clear intention to use a route here (albeit not on its formal alignment) it has been assessed as if it was having this level of use.	Medium
29/014/1	This PRoW links to the highway network within the centre of the village of Llanfaethlu along the access route to Capel Ebenezer and the cemetery. Once it passes the cemetery, it continues on and links to PRoW 29/011/1 and 29/015/1. No information on the usage of this footpath is available.	Medium
29/029/1	The path is accessed from the A5025 through a gateway and takes the form of a farm track. The path connects to a number of other footpaths that link to 29/029/2 and 29/029/3 at the Isle of Man and then to other footpaths in the network. There is no clear signage to this PRoW from the A5025 and no evidence of recent use. The IACC has advised that this footpath has limited use.	Medium

Onshore recreation

Cycling

4.3.39 There are no sections of the NCN within Section 5.

4.3.40 The A5025 within section 5 has been assigned a low value for onshore recreation in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). While they are used by recreational cyclists they are not of particular importance and other routes of similar or greater recreational value are available within the local area.

4.3.41 There are two minor roads within the study area for section 5:

- unnamed minor road which runs west from the centre Llanfaethlu towards the coast via the small community of Borthwen; and
- unnamed minor road which runs west between the Black Lion Inn, Llanfaethlu and the community of Llanddeusant.

- 4.3.42 These minor roads are quiet rural roads and attractive for recreational cycling, but they do not form part of the NCN or part of a proposed route. They have been assigned a low value.
- 4.3.43 Residential streets within the community of Llanfaethlu do not form part of wider routes and have been assigned a low value.

Walkers

- 4.3.44 As set out in table G4-3, there are eight PRoWs within section 5, of which two join directly on to the A5025. It is considered likely that walkers use the A5025 for recreational purposes as it provides a linkage between the various PRoWs in the local footpath network. While the A5025 is important to walkers in terms of the connectivity it provides, it is considered to be of low value for recreational walkers due to the presence of the existing traffic flows along this main road.
- 4.3.45 Recreational walkers will be using the A5025 and minor roads to create recreational routes that involve linkages between residential properties and the PRoWs. While the roads are important in terms of the connectivity that they provide, the A5025 has low value for recreation due to the existing levels of traffic using the road. The minor roads have been assigned medium value as they form attractive recreational routes in their own right and in this rural context have the same value as the PRoW that they link.
- 4.3.46 Residential streets within Llanfaethlu have been assigned a low value as they do not have any particular recreational features and are only used for utilitarian purposes within a recreational journey.

Horse riders

- 4.3.47 There are no bridleways within section 5 and it is considered extremely unlikely that horse riders use this section of the A5025 for recreational purposes; this is due to the levels of traffic that use the carriageway. On this basis, horse riders on section 5 are not considered further for the purposes of this assessment. The absence of bridleways within the vicinity of the A5025 means that horse riding is likely to be predominantly undertaken using routes along the minor roads. However, each of the minor roads described in paragraph 4.3.42 connects to the A5025. Horse riders are unlikely to use the sections of these minor roads that fall within the study area, as they would be required also to travel along the A5025 as part of their route. On this basis, the minor roads described in paragraph 4.3.42 have been assigned a negligible value for recreational horse riding.
- 4.3.48 Residential streets within Llanfaethlu are considered to have negligible value for recreational horse riding, as they do not form part of logical links between stables and minor roads.

Recreational facilities

- 4.3.49 There are no recreational facilities within 250m of section 5 of the proposed scheme.

Active travel

4.3.50 The community of Llanfaethlu is situated within section 5 of the proposed scheme. Towards the southern end of section 5 there is a small chapel and public house (the Black Lion Inn) with the main community located approximately 500m to the north.

4.3.51 Children previously attending primary schools in Llanfachraeth, Llanfaethlu and Llanrhuddlad have recently transferred to Ysgol y Llannau, a new school in Llanfaethlu.

4.3.52 As described in paragraph 4.3.36 it is not considered likely that children would undertake active travel journeys between Ysgol y Llannau and Llanfachraeth due to the distance involved. It is feasible, though considered unlikely, that children based in the nearby communities of Llanrhuddlad and Rhydwyn would travel to and from Ysgol y Llannau by foot or cycle though in Wales children of primary school age who live further than 2 miles (3.2km) from school are provided with free transport and so are unlikely to travel by active travel. Currently, there are no crossing footways along the A5025 within section 5, and therefore, children walking and cycling would need to travel in the carriageway. On the basis that the Active Travel (Wales) Act 2013 requires consideration to be given to active travel when considering new highway schemes, the A5025 within section 5 that would provide a route for active travel journeys to Ysgol y Llannau from Llanrhuddlad and Rhydwyn has been assigned a high value for active travel purposes.

4.3.53 The minor road which runs east between the Black Lion Inn public house, Llanfaethlu and the community of Llanddeusant would also form part of the active travel journey for children travelling between Llanddeusant and Ysgol y Llannau, and has been assigned a high value on that basis. Similarly, the minor road which runs west from the centre of Llanfaethlu has been assigned high value as it will be used by children travelling from within the main community of Llanfaethlu to Ysgol y Llannau.

4.3.54 The Black Lion Inn public house is located to the south of Llanfaethlu, there is currently no footway that links the village to the pub. This section of road has been assigned a medium value to adult active travel from the pub to the village.

Section 7: Cefn Coch

4.3.55 There are eight PRoWs within 250m of section 7 of the scheme. Details of which are provided in table G4-4. The location of these PRoWs is shown in figure G4-4 (Application Reference Number: 6.7.48). As described in chapter B4 (Application Reference Number: 6.2.4), the value of the PRoW has been informed by consultation with IACC, aerial photography and review of the Definitive Map [RD1].

Table G4-4 PRoW within the study area for section 7

PRoW	Description	Value
18/053/1	This PRoW is located approximately 250m east of the existing A5025 and heads south from the minor road which links the A5025 to Rallt Goch.	Low

PRoW	Description	Value
	It links to PRoW 18/053/2. This footpath is not signed from the road and access is blocked by a hedgerow and low stone wall, and therefore it is assumed this footpath is little used.	
18/062/1	This PRoW links to the A5025 approximately 150m south of the scheme, heading east. It links to PRoW 18/053/1, 18/062/2 and 18/053/2. There is a metal kissing gate as the PRoW leaves the A5025 and a metal post that would appear to have at one time provided a footpath sign. The IACC has advised that this footpath has limited use.	Medium
18/067/1	This PRoW connects to the A5025 and heads east. It follows the access track to Bod-hedd before joining 18/063/2, 18/063/1 and 18/063/3. There is a metal post that would appear to have previously held the footpath sign. The IACC has advised that this footpath is in use.	Medium
18/018/1	This PRoW is approximately 170m in length. It is located west of the A5025 and forms a connection between the A5025 and a side road. As it leaves the A5025 it crosses an agricultural field and then follows a hedgerow boundary feature before connecting to the side road via a farm gate. The IACC has advised that there is little evidence of recent use.	Low
38/030B/1	This PRoW is towards the north of the scheme and connects to the A5025 near Rhandir before heading northeast and then west. It is part of the wider PRoW network and links to PRoW 38/030A/1, 38/030/2 and 38/030/1. The IACC has advised that there is little evidence of recent use.	Medium
18/018A/1	Located approximately 220m east of the existing A5025, this PRoW links to PRoW 38/030/B at Cefn Coch. The footpath appears to be little used.	Medium
38/033A/1	This PRoW is approximately 125m north of the scheme and leaves the A5025 opposite Tyn Yr Odyn heading east. It is part of a wider network of paths and links to 38/029/1, 38/029/2, 38/033/1 and 38/029/3. This path is accessed through a field gate and the IACC has advised that there is little evidence of recent use.	Medium

PRoW	Description	Value
18/017/1	This PRoW is approximately 130m north of the scheme and leaves the A5025 to the north of Tyn Yr Odyn, heading west. This PRoW is part of a wider network of paths, linking to PRoW 18/012/1 and 18/012/2. The path is accessed over a stone stile and the IACC advises that there is shows some evidence of limited use.	Medium

Onshore recreation

Cycling

4.3.56 There are no sections of the NCN within section 7.

4.3.57 The A5025 within section 7 has been assigned a low value for onshore recreation in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). While the A5025 is used by recreational cyclists, it is not of particular importance and other routes of similar or greater recreational value are available within the local area.

4.3.58 There are two minor roads within the study area for section 7:

- unnamed minor road which bisects the A5025 within the centre of section 7 and connects the communities of Llanfairynghornwy and Mynydd Mechell/Llanfechell; and
- unnamed minor road which runs south from southern extent of section 7 towards the community of Llanfflewyn.

4.3.59 These rural minor roads are attractive for recreational cycling but they do not form part of the NCN, or part of a proposed route and have been assigned a low value.

Walkers

4.3.60 As set out in table G4-4, there are eight PRoWs within section 7, of which three join directly on to the A5025. It considered likely that walkers use the A5025 for recreational purposes as it provides a linkage between the various PRoWs in the local footpath network. While the A5025 is important to walkers in terms of the connectivity it provides, it is considered to be of low value for recreational walkers due to the presence of the existing traffic flows along this main road.

4.3.61 Recreational walkers will be using the A5025 and minor roads to create recreational routes that involve linkages between residential properties and the PRoWs. While the roads are important in terms of the connectivity that they provide, the A5025 has low value for recreation due to the existing levels of traffic using the road. The minor roads have been assigned medium value as they form attractive recreational routes in their own right and in this rural context have the same value as the PRoWs that they link.

4.3.62 Residential streets have been assigned a negligible value as they do not have any particular recreational features and are only used for utilitarian purposes within a recreational journey.

Horse riders

4.3.63 There are no bridleways within section 7 and it is considered extremely unlikely that horse riders use this section of the A5025 or A5 for recreational purposes; this is due to the levels of traffic that use the carriageway. On this basis, horse riders on section 7 are not considered further for the purposes of this assessment. The absence of bridleways within the vicinity of the A5025 means that horse riding is likely to be predominantly undertaken using routes along the minor roads. However, each of the minor roads described in paragraph 4.3.59 connects to the A5025. Horse riders are unlikely to use the sections of these minor roads that fall within the study area, as they would be required also to travel along the A5025 as part of their route. On this basis, the minor roads described in paragraph 4.3.59 have been assigned a negligible value for recreational horse riding.

Recreational facilities

4.3.64 There are no onshore recreational facilities within the study area for section 7 of the proposed scheme.

Active travel

4.3.65 There are isolated residential properties accessed directly from the A5025 within section 7, but there are no community facilities within the study area. There is also no provision for cyclists or walkers along the A5025 and these properties are significantly more than 8km from the designated localities of Valley and Holyhead. For these reasons, the A5025 within section 7 has been assigned negligible value for active travel.

4.3.66 The minor road, which bisects the A5025 within the centre of section 7, provides a link between the communities of Llanfair-yn-gNghornwy to the west and Mynydd Mechell and Llanfechell to the east. None of these communities has been identified as being a designated settlement locality under the Active Travel (Wales) Act 2013, and therefore this minor road has been assigned low value for active travel. The minor road which runs south of the A5025 from the southern extent of section 7 towards the community of Llanfflewyn has also been assigned low value on the same basis.

Power Station Access Road Junction

Public access

4.3.67 There are four PRoWs within 250m of the Power Station Access Road Junction details of which are provided in table G4-5. The location of these PRoWs are shown in figure G4-5 (Application Reference Number: 6.7.48). As described in chapter B4 (Application Reference Number: 6.2.4), the value of the PRoW has been informed by consultation with the IACC, aerial photography and review of the Definitive Map [RD1].

Table G4-5 PRoW within the study area for the Power Station Access Road Junction

PRoW	Description	Value
38/013/2	This footpath is oriented in a south-easterly direction from A5025 at Groes-fechan towards Bwlch where it joins the wider PRoW network. Access from the A5025 is prevented by a hedgerow. The IACC advises there is little evidence of recent use.	Low
38/013/3	This footpath is oriented in a north-westerly direction from the A5025 at Groes-fechan before joining 38/013/4 and 38/039A/1 after approximately 250m. The IACC advises that this footpath has limited use.	Low
38/013/4	This footpath is located approximately 230m north of the A5025 at Groes-fechan and provides a link between the derelict building at Groes-fechan and Mynydd Ithel. This footpath shows signs of limited use.	Medium
38/039A/1	Located approximately 250m north of the A5025 at Groes-fechan, this footpath is routed between the derelict building at Groes-fechan and Ty'n-y-mynydd. This footpath is part of the wider PRoW network. No information on the usage of this footpath is available.	Medium

Onshore recreation

Cycling

- 4.3.68 There are no sections of the NCN within the study area for the Power Station Access Road Junction.
- 4.3.69 The A5025 within the study area for the Power Station Access Road Junction has been assigned low value for recreational cyclists. While the A5025 at this location is used by recreational cyclists, there are alternative routes available.
- 4.3.70 There are no minor roads or residential roads within the study area for the Power Station Access Road Junction.

Walkers

- 4.3.71 There are four PRoWs within the study area for the Power Station Access Road junction (see table G4-5), and it is likely that walkers use the A5025 to connect between this PRoW and other PRoWs or minor roads that adjoin the A5025 outside of the study area. However, the A5025 within the study area is not considered to form a recreational route in its own right given the existing levels of traffic along the road, and therefore it has been assigned low value for recreational walkers.

4.3.72 There are no minor roads or residential roads within the study area for the Power Station Access Road junction.

Horse riders

4.3.73 There are no bridleways within the study area for the Power Station Access Road junction. It is considered unlikely that horse riders use this section of the A5025 for recreational purposes as a linear route due to the volume of existing traffic using the road. The A5025 has been assigned a negligible value for recreational purposes for horse riders.

4.3.74 There are no minor roads or residential roads within the study area for the Power Station Access Road junction.

Onshore recreational facilities

4.3.75 There are no onshore recreation receptors within 250m of the Power Station Access Road junction.

Active travel

4.3.76 There is one residential property within the study area which is located at Groes-fechan and no community facilities.

4.3.77 The community of Tregele is located on the A5025 approximately 800m north of the Power Station Access Road junction, while the nearest communities to the south are Llanfechell (approximately 2km south of Tregele along a minor road), Llanrhuddlad (approximately 3.8km south along the A5205) and Llanfaethlu (approximately 7.5km south along the A5025). None of these three communities are designated localities under the Active Travel (Wales) Act 2013, and it is considered unlikely that active travel walkers and cyclists use the A5025 within the study area for the Power Station Access Road junction to travel between these communities for active travel purposes. Therefore, in accordance with chapter B4 (Application Reference Number: 6.2.4), the A5025 within the study area for the Power Station Access Road junction has been assigned low value for active travel walkers and cyclists.

Evolution of the baseline

4.3.78 As described in chapter D4 (public access and recreation) (Application Reference Number: 6.4.4), during the construction period for the WNDA Development, the Wales Coast Path (WCP) would be diverted between Cemlyn Bay and Wylfa Head prior to the erection of the perimeter fencing, which is anticipated to happen prior to the construction of the Power Station Access Road Junction. The route of the WCP diversion is shown on figure D4-4 (Application Document Reference: 6.4.101) with the relevant section of the diversion shown on figure G4-5 (Application Reference Number: 6.7.48). This diversion route is also shown on the Right of Way Plans (Application Reference Number: 2.4).

4.4 Design basis and activities

4.4.1 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 will be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.

4.4.2 As described in chapter G1 (Application Reference Number: 6.7.1), the application for development consent for the A5025 Off-line Highway Improvements is based on the designs shown on the Works Plans (Application Reference Number: 2.3) within the limits of deviation specified. This chapter has assessed a worst case scenario from a public access and recreation perspective, taking into account the flexibility afforded by the Works Plans (Application Reference Number: 2.3) and limits of deviation described in chapter G1 (Application Reference Number: 6.7.1).

4.4.3 Given the nature of the proposed scheme, and the proposed construction programme (see chapter G1, Application Reference Number: 6.7.1) the following assumptions have been made about length and duration of PRoW closures or diversions required during construction for the purposes of this assessment):

- diversions required as part of traffic management measures implemented along the A5025 and adjoining roads would not exceed 500m in length within any one section of the proposed scheme at any one point in time; and
- temporary diversions/closures required for each individual PRoW (with the exception of PRoW 18/018/1, see below) that adjoins or crosses the proposed scheme would not exceed a three months' duration.

Construction

Basis of assessment and assumptions

4.4.4 The assessment of public access and recreation effects is based on the construction project description provided in chapter G1 (Application Reference Number: 6.7.1).

Embedded mitigation

4.4.5 No embedded mitigation measures have been identified as being required beyond those identified within chapter G10 (landscape and visual) (Application Reference Number: 6.7.10).

4.4.6 Embedded mitigation measures described within chapter G10 (Application Reference Number: 6.7.10) relevant to public access and recreation includes the reuse of stone from dismantled stone walls and cloddiau along the highway boundary.

Good practice mitigation

4.4.7 The following good practice mitigation measures have been identified as being required, beyond those identified within chapter G5 (air quality) (Application Reference Number: 6.7.5) and chapter G6 (noise and vibration) (Application Reference Number: 6.7.6).

4.4.8 The effects of dust on general amenity would be mitigated following measures outlined in the air quality management strategy set out in section 7 of the A5025 Off-line Highway Improvements sub-Code of Construction Practice (CoCP) (Application Reference Number: 8.12) and the Wylfa Newydd CoCP (Application Reference Number: 8.6).

4.4.9 The effects of noise on general amenity would be mitigated following measures set outlined in the noise and vibration management strategy which is in section 8 of the A5025 Off-line Highway Improvements sub-CoCP (Application Reference Number: 8.12) and the Wylfa Newydd CoCP (Application Reference Number: 8.6).

4.4.10 As described in the Wylfa Newydd CoCP (Application Reference Number: 8.6), Temporary Traffic Management (TTM) procedures would be used where required at each of the proposed sites which will affect the public highway, for example temporary traffic signals or manned stop and go boards. Horizon will work with the appropriate authorities to agree the appropriate traffic management arrangements.

4.4.11 Sections 5 and 6 of the A5025 Off-line Highway Improvements sub-CoCP (Application Reference Number: 8.12) and the Wylfa Newydd CoCP (Application Reference Number: 8.6) outline the strategies the contractor would take to manage traffic movements (including walkers, cyclists and horse riders) along the existing A5025 and adjoining minor roads and walkers travelling along PRoWs adjoining the road, including diversions or closures where required (as described in section 4.5 of this chapter). These diversions and closures would be consented under Temporary Traffic Regulations Orders, which would be applied for under the DCO or otherwise obtained from the IACC subsequent to the grant of the DCO, and would comply with the following assumptions:

- PRoW will be kept open or temporarily diverted wherever practicable during construction. Where closures or diversions are required, they will be for the shortest duration practicable for the works required;
- bilingual signage would be erected in advance of temporary PRoW diversions outlining the diversion route to be followed; and
- if temporary alterations to a PRoW occur as a result of the Wylfa Newydd DCO Project, Horizon will ensure that reinstatement is carried out to at least the original condition.

Operation

Basis of assessment and assumptions

4.4.12 The assessment of public access and recreation effects is based on the operation project description provided in chapter G1 (Application Reference Number: 6.7.1).

Embedded mitigation

4.4.13 Embedded mitigation measures solely relevant to the assessment of public access and recreation effects are described in the following sections.

4.4.14 Embedded mitigation measures implemented to reduce the visual intrusion of the A5025 Off-line Highway Improvements (as described in chapter G10 (Application Reference Number: 6.7.10) include planting along the off-line sections where appropriate, bypasses within sections 1, 3, 5 and 7 and the Power Station Access Road Junction and planting around attenuation ponds, and in appropriate locations, planting of hedgerow boundaries using hard and soft landscaping to reflect hedgerows in the area (see the Design and Access Statement, volume 3 (Associated Developments and Off-Site Power Station Facilities) (Application Reference Number: 8.2.3)).

Section 1

4.4.15 Sections of shared use footway/cycleway would be provided to enable safe access around the roundabout within section 1 of the proposed scheme, and the footway which is currently located along the A5 between Caergeiliog and Valley would be designated as shared use.

4.4.16 Sections of shared use footway/cycleway would also be provided between the existing A5025 (which would be closed to southbound motorised traffic) and the bypass within section 1 to enable safe access onto the A5025.

Section 3

4.4.17 PRoW 27/020/1 and 27/012/1 would be permanently diverted during operation. Users of PRoW 27/020/1 would be required to cross the A5025 at grade and the approach to this crossing location would involve a short diversion (see figure G4-6, Application Reference Number: 6.7.48). In addition, as shown in the Rights of Way Plans (Application Reference Number: 2.4) footways and crossing points would be provided to enable walkers using PRoW 49/014/2 and 27/012/1 to cross the A5025 towards minor roads located on the opposite side of the carriageway.

4.4.18 PRoW 27/018/1 would be diverted south of its existing alignment beneath the bypass within section 3 of the proposed scheme as shown in figure G4-6. As shown on the Rights of Way Plans (Application Reference Number: 2.4) a section of shared use footway/cycleway would be provided along the eastern section of the A5025 between the PRoW 18/08/1 and the minor road which runs west from the northernmost extent of section 3 towards Llanfwrog.

Section 5

4.4.19 Footways would be provided to enable safe crossing for walkers crossing between PRoW 29/009/1 and the minor road on the opposite side of the A5025 carriageway (see figure G4-7, Application Reference Number: 6.7.48 and the Rights of Way Plans, Application Reference Number 2.4). A shared use footway/cycleway would be provided within section 5 between the Black Lion Inn and the main community at Llanfaethlu (see figure G4-7, Application Reference Number: 6.7.48 and volume 3 of the Design and Access Statement Associated Developments and Off-Site Power Station Facilities, Application Reference Number: 8.2.3).

Section 7

4.4.20 PRoW 18/018/1 would be permanently closed, with walkers rerouted from the minor road along and across the A5025 as shown in figure G4-8 (Application Reference Number: 6.7.48 and the A5025 Off-line Highway Improvements sub CoCP, Application Reference Number: 8.12).

4.4.21 Access across the A5025 between eastern and western sections of the minor road which bisect the existing A5025 within the centre of section 7 would be provided. This access would be suitable for walkers and cyclists.

Power Station Access Road Junction

4.4.22 Sections of shared use footway/cycleway would be provided to the east of the Power Station Access Road Junction to link to the shared use footway/cycleway provided as part of the A5025 On-line Highway Improvements.

Good practice mitigation

4.4.23 There is no good practice mitigation associated with this assessment.

4.5 Assessment of effects

4.5.1 This section presents the findings of the assessment of effects associated with the construction and operation of the A5025 Off-line Highway Improvements.

Section 1: Valley

Construction

Public access

4.5.2 PRoW 49/016/2 (assigned low value) would be either closed or diverted during construction for short, non-sequential periods of time. It is anticipated that the total period of time that the proposed diversions/closures would be in place would not exceed three months, and the length of the diversion (if implemented) would not exceed 500m. On this basis the magnitude of change of the effect on access would be small, and the significance of the effect on access for PRoW 49/016/2 would be minor adverse.

4.5.3 There would also be an adverse effect on amenity for walkers using PRoW 49/016/2 throughout construction as a result of the noise and dust generated by, and visual impact of, construction works undertaken in close proximity to these routes. This reduction in amenity would be sufficient to affect user's enjoyment of the route, but would only be temporary in nature. Therefore, the magnitude of change for the effect on amenity has been assessed as small, and the significance of the effect on amenity would be minor adverse.

Onshore recreation

Cyclists

4.5.4 Traffic management measures would be implemented along the A5 during construction of the roundabout and on the A5025 while the off-line section of the proposed scheme is tied into existing provision. These would likely include temporary diversions while the bypass is tied into the existing A5025. Cyclists using these routes, particularly the A5, would experience a reduction in recreational amenity associated with short-term diversions to routes due to these traffic management measures, and also as a result of the noise and dust generated by construction works.

4.5.5 The reduction in recreational amenity associated with the construction works is not considered sufficient to deter cyclists from using this route, and therefore the magnitude of change would be small. The effect of the diversions would be negligible with no significant increase in the length of the route. Considering these two effects together the significance of the effect on recreational cyclists would be minor adverse for both cyclists travelling along the A5 and cyclists travelling along the A5025.

4.5.6 The annual Tour de Môn cycle race takes place on one day during August of each year. If the construction works required to tie in the bypass to the existing A5025 are underway during this month, then this section of the A5025 would be subject to traffic management during the Tour de Môn cycle race, representing a medium magnitude of change in recreational amenity. The significance of the effect on the Tour de Môn cycle race would be moderate adverse as a timed race would be affected by delays caused by traffic management traffic lights in addition to the existing Valley crossroads traffic lights and potentially affect the road surfacing over which the cyclists are riding.

4.5.7 Once the existing A5025 between Valley and the bypass has been stopped up, then it is assumed that the Tour de Môn would be rerouted along the new bypass. This would introduce the requirement for cyclists to navigate a roundabout; however, in context of the existing provision at this location (the cross roads at Valley), the magnitude of change in recreational amenity and significance of this effect would be negligible.

Walkers

4.5.8 There would be a reduction in recreational amenity for recreational walkers travelling along the A5 between Caergeiliog and Valley due to noise and dust generated by the construction works; however, access along the footway to the south of the A5 would be maintained throughout construction. In addition,

traffic management measures would be required for a period of one month while the off-line section of the proposed scheme is tied into the existing A5025 within section 1.

4.5.9 The magnitude of change in recreational amenity for walkers travelling along the A5025 and A5025 is considered small as the effect would be temporary in nature and would not deter walkers from using these routes. Walkers travelling along the A5025 and A5 within section 1 have been assigned low value, and the significance of the effect on recreational amenity has been assessed as minor adverse. The magnitude of any diversions to pedestrians would be negligible, as would any effect on these walkers.

Onshore recreational facilities

4.5.10 There are no onshore recreational facilities within the study area for section 1 of the A5025 Off-line Highway Improvements.

Active travel

4.5.11 Active travel cyclists travelling along the A5 and A5025 between Caergeiliog and Valley and the A5025 north of Valley would be affected by the temporary traffic management measures required during construction of the roundabout and bypass within section 1 as described for recreational cyclists and walkers in paragraphs 4.5.4 and 4.5.9. However, these would not increase the length of active travel journeys and therefore, the magnitude of change and significance of effect would be negligible.

Operation

Public access

4.5.12 There would be no effect on PRoW 49/016/2 during operation as there would be no change to the alignment of this PRoW or to the recreational amenity of the route.

Onshore recreation

Cyclists

4.5.13 There would be an adverse effect on cyclists travelling along the A5025 or A5 to and from Valley as a result of the requirement to navigate the new roundabout. New sections of shared use footway/cycleway have been provided around the roundabout to enable cyclists travelling east to west along the A5 or north to south between the A5 and A5025 to cross the roundabout safely. Cyclists travelling north to south along the A5025 could instead choose to use the section of shared use footway/cycleway between Valley and the bypass to travel along the existing A5025 rather than using the bypass. It is not considered that the new road layout would affect cyclists to the extent that it discourages use, and the diversions required would be less than 0.5km, and therefore the magnitude of change would be small. The significance of the effect on recreational cyclists would be minor adverse for cyclists travelling north to south along the A5025 and east to west along the A5 between Caergeiliog and Valley.

Walkers

4.5.14 There would be no effect on recreational walkers travelling along the A5 or A5025 within section 1 of the proposed scheme as there is no additional provision for these user types within the scheme design above provision that currently exists (i.e. footway along the southern side of the A5 carriageway and along both sides of the A5025).

Active travel

4.5.15 The proposed scheme would not significantly increase the length or duration of active travel journeys made east to west between Caergeiliog and Valley via the A5 or between communities north of the Valley via the A5025. Therefore, the magnitude of change and significance of effect on active travel walkers and cyclists would be negligible.

Section 3: Llanfachraeth

Construction

Public access

4.5.16 PRoW 49/014/2, 27/018/1, 27/020/1, 27/012/1 and 27/017/1 either join or intersect the bypass within section 3 of the proposed scheme. PRoW 49/014/2, 27/018/1, 27/020/1 and 27/012/1 would be either closed or diverted during construction for short, non-sequential periods of time. It is anticipated that the total period of time that the proposed diversions/closures would be in place for each individual footpath would not exceed three months, and the length of the diversion (if implemented) would not exceed 0.5km. On this basis, the magnitude of change of the effect on access would be small, and the significance of the effect on access for these PRoWs would be minor adverse.

4.5.17 There would also be an adverse effect on amenity for walkers using PRoW 49/014/2, 27/018/1, 27/020/1 and 27/012/1 throughout construction as a result of the noise and dust generated by, and visual impact of, construction works undertaken in close proximity to these routes. This reduction in amenity would be sufficient to affect user's enjoyment of the route, but would only be temporary in nature. Therefore, the magnitude of change for the effect on amenity has been assessed as small, and the significance of the effect on amenity would be minor adverse.

4.5.18 PRoW 27/017/1 would be diverted east of its existing alignment during construction of the bridge crossing east of Parc Llynnon estate. It is anticipated that the duration of this diversion would not exceed three months. The additional journey length incurred by the diversion would be approximately 80m (corresponding with a small magnitude of change), with a minor adverse effect on access for walkers using this footpath.

4.5.19 There would be a minor adverse effect on the recreational amenity of PRoW 27/017/1 and 27/016/1 as a result of noise and dust generated by, and visual impact of, the construction works at the bridge crossing east of Parc Llynnon estate. The reduction in the amenity of this route would be noticeable to users

of the footpath, but temporary in nature. The magnitude of effect on amenity would be small, and the significance of this effect has been assessed as minor adverse.

Onshore recreation

Cycling

4.5.20 Traffic management measures would be implemented for a period of one month while the new bypass is tied into the existing A5025 and while construction works are undertaken to the on-line segments of the proposed scheme at the northern and southern extents of section 3. There would be a reduction in recreational amenity for cyclists travelling along the A5025 due to increases in journey duration while traffic management measures are in place, and due to the noise and dust generated by the construction works. The reduction in recreational amenity resulting from the construction works would not be sufficient to discourage cyclists from using these routes for recreational purposes, representing a small magnitude of change in recreational amenity. The significance of the effect on recreational amenity for cyclists travelling along the A5025 within section 3 of the proposed scheme would be minor adverse.

4.5.21 The annual Tour de Môn cycle race takes place on one day during August of each year. If the construction is underway during this month, then this section of the minor road and the A5025 would be subject to traffic management, including traffic lights for single lane traffic during the Tour de Môn cycle race. This would represent a medium magnitude of change for cyclists undertaking the race should they be held behind a red light. The significance of the effect on the Tour de Môn cycle race would be moderate adverse.

4.5.22 Temporary traffic management measures required to manage access along the minor road which runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen have yet to be determined in consultation with the appropriate authority. For the purposes of this assessment it is assumed that access would be maintained throughout the construction period. However, there would be a reduction in recreational amenity associated with the noise and dust for any cyclists using the generated by construction works at this location (particularly for activities associated with cutting required to enable the new road alignment). The magnitude of change in recreational amenity for recreational cyclists travelling along the minor road that runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen would not be sufficient to discourage use by cyclists, representing a small magnitude of change. The significance of effect on recreational cyclists using this minor road would be minor adverse.

Walkers

4.5.23 Recreational walkers would be affected by temporary diversions required while the bypass is tied into the existing A5025 and while construction works are undertaken to the on-line segment of the proposed scheme to the north and south of section 3 (as described in paragraph 4.5.21) as well as noise and dust generated by construction works and the visual impact of the construction

site. The reduction in recreational amenity experienced would be temporary in nature and would not be noticeable for the principal purpose of their visit. The magnitude of change in recreational amenity for walkers using the A5025 within section 3 of the proposed scheme is considered to be negligible, and the significance of the effect would be minor adverse.

4.5.24 As described in paragraph 4.5.24 it is assumed for the purposes of this assessment that access along the minor road that runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen would be maintained throughout construction, although there would be a reduction in recreational amenity associated with the noise and dust and visual intrusion associated with construction activities in close proximity to the route. The magnitude of change in recreational amenity is considered to be small as the noise and dust generated during construction works would affect the recreational amenity of the route, but not to the extent that walkers are discouraged from using it. Taking into account the value assigned to minor roads within section 3 for recreational walkers (medium) the significance of the effect on recreational amenity for recreational walkers has been assessed as minor adverse.

Active travel

4.5.25 Active travel walkers and cyclists using the A5025 would also be affected by the temporary traffic management measures described in paragraph 4.5.21. There would be no overall increase in journey length for active travel cyclists using the A5025 within section 3, and therefore the magnitude of change and significance of effect for active travel cyclists would be negligible.

4.5.26 As described in paragraph 4.5.24 it is assumed for the purposes of this assessment that access along the minor road that runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen would be maintained throughout construction, and therefore, the magnitude of change and significance of effect on active travel walkers and cyclists using this route would be negligible.

Operation

Public access

4.5.27 PRoW 49/014/2 would be reduced in length by approximately 35m and would terminate on the eastern side of the A5025 (see figure G4-6, Application Reference Number: 6.7.48). As there is no change in the destination of this PRoW, the magnitude of change in access would be negligible. The significance of the effect on access resulting from the reduction in length of PRoW 49/014/2 would be negligible.

4.5.28 PRoW 27/018/1 would be permanently diverted beneath the proposed scheme (see figure G4-6, Application Reference Number: 6.7.48). The proposed diversion would increase the length of the route by approximately 30m, representing a minor magnitude of change though this diversion would avoid the need for walkers to cross the new section of road. The significance of the effect on access for PRoW 27/018/1 would be minor adverse. The proposed diversion route would reduce the recreational amenity of the PRoW

as a result of noise generated by vehicles travelling on the A5025 overhead and introduction of views of the off-line section of road and viaduct overhead. This reduction in amenity experienced by users of PRoW 27/018/1 is considered to represent a small magnitude of change. PRoW 27/018/1 has been assigned medium value, and the significance of effect on the amenity for this PRoW would be minor adverse.

4.5.29 Walkers using PRoW 27/020/1 would be required to cross the A5025 at grade at part of the route, with a ramp provided to enable access to the carriageway from the footpath on each side of the A5025 (see figure G4-6, Application Reference Number: 6.7.48). The diversion would increase the length of the route by approximately 30m, corresponding to a small magnitude of change and minor adverse effect on access. The introduction of a new at grade crossing of the A5025 would adversely affect the recreational amenity of PRoW 27/020/1 on a permanent basis. Using professional judgement, the magnitude of the effect on amenity has been assessed as medium adverse as it would discourage the use of this PRoW. The significance of effect on amenity for PRoW 27/020/1 would be moderate adverse.

4.5.30 PRoW 27/012/1, which has been assigned low value, would be permanently diverted east of its existing alignment and across the A5025 via the minor road that runs east from the A5025 at the northernmost extent of section 3 towards Stryd-y-Facsen (see figure G4-6, Application Reference Number: 6.7.48). The diversion would increase the length of the route between these two points by approximately 150m, representing a small magnitude of change. The significance of effect on access for PRoW 27/012/1 would be minor adverse. PRoW 27/012/1 would also experience a reduction in recreational amenity as a result of the permanent diversion. Currently, this footpath is routed through agricultural fields between a minor road which runs east from the A5025 at the northernmost extent of section 3 towards Stryd-y-Facsen and the existing A5025, whereas the proposed diversion route would route the PRoW along the minor road instead. A visual assessment of the minor road based on aerial photography suggests that the road is little used, bordered by narrow grass verges and hedges on each side of the carriageway, and has almost continuous views of agricultural fields to the north and south. On this basis, the magnitude of change for recreational amenity is considered to be negligible, and the significance of effect on recreational amenity would be minor adverse.

Onshore recreation

Cyclists

4.5.31 It is anticipated that there would be a reduction in traffic flows of approximately 60% along the existing A5025 between the northern and southern extents of the bypass. This reduction in traffic flows would have a beneficial effect on amenity for recreational cyclists travelling along the existing A5025 between facilities located within Llanfachraeth. The magnitude of change in recreational amenity associated with the reduction in traffic flows along the A5025 is considered to be small, and the significance of effect on amenity would be minor beneficial.

4.5.32 There would be a reduction in the recreational amenity of the minor road which runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen, as currently views from the minor road east of the Parc Llynnon estate are of agricultural fields in pasture bounded by hedges of stone walling, whereas the new bypass would feature prominently in views from the new bridge. In addition, users of the new bridge would experience an increase in road traffic noise and dust from vehicles using the bypass below. The magnitude of effect on recreational amenity for recreational cyclists using the minor road which runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen would be small, as while there would be noticeable reduction in the attractiveness of the route for these user types, the new road layout would not affect the frequency of use. The significance of the effect on recreational amenity for recreational cyclists using this minor road is considered to be minor adverse.

Walkers

4.5.33 The reduction in traffic flows along the bypassed section of the existing A5025 within section 3, as described in paragraph 4.5.33, would also have a beneficial effect for recreational walkers. The significance of the effect on recreational amenity for recreational cyclists using the bypass is considered to be minor beneficial.

4.5.34 As described in paragraph 4.5.34, there would be a reduction in recreational amenity for walkers travelling along the minor road which runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen associated with the visual intrusion of the bypass, and the noise generated by vehicles travelling along the bypass. This reduction in recreational amenity would be noticeable to recreational walkers, but would not be sufficient to discourage use. Therefore, the magnitude of change in recreational amenity is considered to be small, and the significance of the effect would be minor adverse.

Active travel

4.5.35 The reduction in traffic flows along the existing A5025 within section 3 described in paragraph 4.5.33 would have a beneficial effect for active travel walkers and cyclists using the route. According to the methodology presented in chapter B4 (Application Reference Number: 6.2.4), a reduction in traffic flows of 60% along the existing A5025 within section 3 constitutes a small beneficial magnitude of change for active travel routes. The significance of the effect for active travel walkers and cyclists using this section of the existing A5025 would be minor beneficial.

4.5.36 The new road layout along the minor road which runs east from the Parc Llynnon estate in the centre of Llanfachraeth towards Stryd-y-Facsen would not significantly increase the length or duration of active travel journeys, and therefore, the magnitude of change and significance of effect for active travel walkers and cyclists would be negligible.

Section 5: Llanfaethlu

Construction

Public access

4.5.37 PRoW 29/009/1 and 29/013/1 join the proposed scheme within section 5. PRoW 29/009/1 is connected to the existing A5025 at both ends of route via the property named Cae'r Bryniau. This southern part of this PRoW is routed along the access track (a private means of access for Cae'r Bryniau). Temporary diversions may be required at the southern and northern extents of this PRoW during construction; however, these would be limited to the period during which work is being undertaken on the A5025 immediately adjacent to this PRoW. The total period of time over which these diversions are in place would not exceed one month, representing a small magnitude of change for access. The significance of effect on access for PRoW 29/009/1 would be minor adverse.

4.5.38 PRoW 29/013/1 would be closed for short, non-consecutive periods of time during construction; however, it is anticipated that the total duration of closure would not exceed three months. A closure of up to three months' duration is considered to represent a small magnitude for public access, and the significance of effect on public access for PRoW 29/013/1 would be minor adverse.

4.5.39 There would also be a temporary effect on the amenity of PRoW 29/009/1 and 29/013/1, principally as a result of the noise and dust generated during construction works within section 5 of the proposed scheme and also the visual impact of the construction activities. The reduction in effect on amenity for users of these PRoWs would be noticeable to users of the footpath, but would only occur on an intermittent basis throughout the 18-month construction period. On this basis, the magnitude of effect on amenity would be small, and the significance of effect would be minor adverse.

Onshore recreation

Cycling

4.5.40 Recreational cyclists travelling along the existing A5025 within section 5 of the proposed scheme between Llanfaethlu and settlements located south of Llanfaethlu would experience an adverse effect on amenity as a result of the temporary traffic management measures required to facilitate construction and due to the noise and dust generated by the construction works. These would introduce delays to journey, increasing journey times, the effect of this would be negligible as there would be no increase in the length of the journey. However, the combined effect of noise, dust and presence of the physical construction works would reduce the attractiveness of the route for recreational purposes. This effect would be primarily related to the short on-line segments of the scheme to the north and south of section 5, and the central segment between the settlement of Llanfaethlu and the Black Lion Inn.

4.5.41 The significance of effect on recreational walkers and cyclists travelling along the A5025 between PRoW or minor roads would be minor adverse.

4.5.42 Recreational cyclists travelling along the minor road which runs east from the Black Lion Inn towards Llanddeusant would also experience a reduction in amenity as a result the temporary diversions required while the off-line section of the proposed scheme is tied into the A5025 (as described in paragraph 4.5.42), and also due to noise and dust generated by the breaking up of the road surface of the existing A5025 north of the junction between this minor road and the existing A5025. This reduction in amenity would not be noticeable to recreational cyclists using the route for the principal purpose of their visit. The magnitude of change in recreational amenity would be negligible, and the significance of the effect would be minor adverse.

4.5.43 While construction works for the bypass may be occasionally visible or audible from the far western end of the minor road which runs west from the centre of Llanfaethlu, it is considered unlikely that this would reduce the recreational amenity of the route for recreational cyclists. The magnitude of change in recreational amenity and significance of effect for cyclists using this minor road would be negligible.

Walkers

4.5.44 There would be an adverse effect on recreational amenity for recreational walkers travelling along the A5025 as a result of traffic management measures required during construction of the on-line section of proposed scheme (these would not increase the length of the route but would impact on the enjoyment of the route) and due to the noise and dust generated by the construction activities. The reduction in recreational amenity associated with the construction works would be sufficient to discourage the use of the route. For this reason, the magnitude of change in recreational amenity is considered to be medium, and the significance of the effect would be minor adverse.

4.5.45 Recreational walkers travelling along the minor road which runs east from the Black Lion Inn towards Llanddeusant would experience a reduction in recreational amenity as a result of the traffic management measures required at this location, and noise and dust generated by the breaking up of the road surface of the existing A5025 north of the junction between this minor road and the A5025 (as described in paragraph 4.5.44). The resultant reduction in amenity along this minor road would not be noticeable by walkers for the principal purpose of their visit, and therefore the magnitude of effect would be negligible. The significance of the effect on recreational amenity would be negligible.

4.5.46 For the reasons described in paragraph 4.5.45, the effect on recreational amenity for recreational walkers travelling along the minor road which runs west from the centre of Llanfaethlu towards the coast via Borthwen would be negligible.

Active travel

4.5.47 The traffic management measures required to enable construction of the on-line segments of the scheme (as described in paragraph 4.5.42) would also affect journeys for active travel walkers and cyclists travelling along the A5025. This could include children travelling to the new Ysgol y Llanau at Llanfaethlu (see paragraph 4.3.52) from Llanrhuddlad, Llanddeusant and Rhydwyn.

There would be no increase in the length of these active travel journeys as a result of the traffic management measures, giving a negligible magnitude of change for active travel; however, there would be reduced opportunities for crossing the road. The A5025 within section 5 has been assigned high value as an active travel route as it is assumed that it will be used by children commuting to Ysgol y Llanau. Taking into account the value of the A5025 as an active travel route, the significance of this effect has been assessed as negligible for active travel cyclists and minor adverse for active travel walkers.

- 4.5.48 It has also been assumed that the minor road which runs east from the Black Lion Inn towards Llanddeusant would be used by children travelling between Llanddeusant and Ysgol y Llanau. The temporary traffic management measures required while section 5 is tied into the existing A5025 in close proximity to the junction with this minor road would not increase the length of this active travel journey. Therefore, the magnitude of change would be negligible. The significance of effect on this minor road as an active travel route would be minor adverse.
- 4.5.49 There would be no effect on the minor road which runs west of the A5025 from the centre of Llanfaethlu towards the coast via Borthwen as an active travel route. The construction works within section 5 would not directly affect this minor road, and hence no increases in journey length or duration for active travel walkers and cyclists using this route would occur.

Operation

Public access

- 4.5.50 While the new road layout at the northern extent of PRoW 29/009/1 would bring users directly onto the A5025 carriageway (see figure G4-7, Application Reference Number: 6.7.48), the provision of footways adjacent to the entrance to the PRoW would ensure that walkers travelling between the PRoW and minor road opposite have sufficient space to wait for a safe opportunity to cross the A5025. The new road layout at this location would increase the length of the PRoW by approximately 15m, corresponding to small magnitude of change for access. However, given the very small reduction in the length of this PRoW and the provision for walkers included in the design, the magnitude of the change would be negligible and the significance of the effect on access would be negligible.
- 4.5.51 PRoW 29/013/1 would be reduced in length by approximately 15m (see figure G4-7, Application Reference Number: 6.7.48), with a negligible magnitude of change and significance of effect for this footpath. The drainage pond located immediately east of this PRoW would only be intermittently visible from the footpath at its southern extent given the height of the hedges which line this route. On this basis, the magnitude of effect and significance on amenity on PRoW 29/013/1 is considered to be negligible.

Onshore recreation

Cyclists

4.5.52 The provision of a new shared use footway/cycleway along the A5025 between Llanfaethlu and the Black Lion Inn (see figures G4-7, Application Reference Number: 6.7.48) would have a beneficial effect for recreational cyclists. It would increase the recreational amenity of this route through removing the need for recreational cyclists making this journey to travel along the carriageway, although they would still be required to cross the A5025 at grade to access the Black Lion Inn. The increase in recreational amenity afforded by this new provision is considered to represent a medium magnitude of change as it would encourage users to make this journey by cycle. The significance of effect for recreational cyclists would be moderate beneficial.

Walkers

4.5.53 The new shared use footway/cycleway along the A5025 between Llanfaethlu and the Black Lion Inn (as described in paragraph 4.5.54) would also have a beneficial effect for recreational walkers. Currently, walkers using A5025 within section 5 south of the main community of Llanfaethlu must travel in the carriageway due to the absence of footways. The increase in recreational amenity afforded by this new provision is considered to represent a medium magnitude of change as it would encourage users to make this journey by foot. The significance of effect for recreational walkers would be moderate beneficial.

Active travel

4.5.54 Active travel walkers and cyclists could also benefit from the new shared use footway/cycleway described in paragraph 4.5.54, representing a medium magnitude of change and moderate beneficial significance of effect for active travel walkers and cyclists using this section of the A5025.

4.5.55 The new road layout within section 5 of the proposed scheme will not significantly affect the length of active travel journeys between Llanddeusant, Llanrhuddlad or Rhydwyn and Ysgol y Llanau along the A5025, and therefore the magnitude of change and significance of effect on active travel journeys would be negligible.

4.5.56 There would be no effect on active travel walkers and cyclists using the minor road which runs east from the A5025 from the Black Lion Inn towards Llanddeusant, and the minor road which runs west from the centre of Llanfaethlu towards the coast via Borthwen. The alignment of these minor roads would not be altered as a result of the new scheme.

Section 7: Cefn Coch

Construction

Public access

4.5.57 The permanent closure of PRoW 18/018/1 represents a large magnitude of change for access, and the significance of the effect on access for PRoW

18/018/1 would be moderate adverse. An alternative route has been included in the design of the Cefn Coch bypass which would be used once operational.

4.5.58 It would also be necessary to divert or close PRoW 18/067/1 during construction. The diversion or closure of this PRoW would take place over short, non-consecutive periods of time, and it is anticipated that the total duration of the closures not exceed three months. The magnitude of effect on access for PRoW 18/067/1 would therefore be small, and the significance of effect would be minor adverse. There would also be a reduction in amenity of PRoW 18/067/1 during construction as a result of the noise and dust generated by construction works, and the visual intrusion of the site compound located immediately north of the farm access track. This reduction in amenity would not be sufficient to discourage use of the footpath, and therefore the magnitude of effect on amenity would be small. The significance of the effect on amenity for PRoW 18/067/1 would be minor adverse.

4.5.59 There would be a reduction in amenity for PRoW 38/030B/1 associated with the construction of the bypass, in particular the cattle overbridge opposite this PRoW. Again, this reduction in amenity would not be sufficient to discourage use of the footpath, and therefore, the magnitude of effect would be small and the significance minor adverse.

Onshore recreation

Cyclists

4.5.60 There would be an adverse effect on recreational amenity for recreational cyclists travelling along the A5025 within section 7 as a result of the traffic management measures required while the on-line segment of the proposed scheme to the south and north of section 7 is constructed and whilst the bypass is tied into the existing scheme (these traffic management measures would not result in diversions but would reduce the amenity of the route due to the proximity of overtaking traffic). There would also be a reduction in recreational amenity associated with the noise and dust generated by the construction works. The recreational amenity of the A5205 within section 7 would not be reduced to the extent that cyclists are discouraged from using this route during construction of the proposed scheme, and therefore, the magnitude of change in recreational amenity is considered to be small. The significance of effect on recreational amenity has been assessed as minor adverse.

4.5.61 Temporary traffic management procedures required to manage access along the minor road which bisects the A5025 within the centre of section 7 have yet to be determined in consultation with the appropriate authority, however access would be maintained during construction for recreational cyclists, although temporary diversions may be required. Recreational cyclists using this route would experience a reduction in recreational amenity associated with the increased journey length while temporary diversions are in place, and also from the noise and dust generated by the construction works. The reduction in recreational amenity experienced by recreational cyclists using this route would not be sufficient to discourage use, representing a small

magnitude of change. The significance of the effect on recreational amenity for recreational cyclists would be minor adverse.

4.5.62 The construction works within section 7 may be occasionally visible and audible from the minor road which runs south from the A5025 at the southernmost extent of section 7 towards Llanfflewlyn, particularly while the on-line section of the scheme at the southern extent of section 7 is completed. The hedgerows which line this minor road would screen views of the construction works except at the very northernmost end of the route. The reduction in amenity resulting from the construction works would be minimal, and would barely be noticeable for cyclists using the route. The magnitude of change and significance of effect in recreational amenity for cyclists using this minor road would be negligible.

Walkers

4.5.63 Recreational walkers using the A5025 within section 7 would also be affected by the traffic management measures required while the on-line segment of the proposed scheme to the south and north of section 7 is constructed and while the bypass is tied into the existing scheme (as described in paragraph 4.5.62). This reduction in recreational amenity would not be sufficient to discourage the use of the A5025 within section 7 by recreational walkers, and therefore, the magnitude of change would be small and the significance of the effect minor adverse.

4.5.64 Recreational walkers using the minor road which bisects the existing A5025 within section 7, would experience a reduction in recreational amenity during construction for the reasons described in paragraph 4.5.63. Again, this reduction in recreational amenity would be perceptible for walkers using the route, but it is not thought that it would reduce the frequency of usage. On this basis the magnitude of effect on recreational amenity would be small, and the significance of the effect would be minor adverse.

4.5.65 The effect on recreational amenity for recreational walkers travelling along the minor road which runs south from the A5025 at the southernmost extent of section 7 towards Llanfflewlyn has been assessed as negligible for the reasons described in paragraph 4.5.64.

Horse riders

4.5.66 Access for horse riders along the minor road which bisects the existing A5025 within the centre of section 7 would be closed. This closure represents a large magnitude of change in recreational amenity. This minor road has been assigned negligible value for horse riders, and the significance of this effect is considered to be minor adverse.

4.5.67 The effect on recreational amenity for horse riders travelling along the minor road which runs south from the A5025 at the southernmost extent of section 7 towards Llanfflewlyn has been assessed as negligible for the reasons described in paragraph 4.5.64.

Active travel

4.5.68 The temporary traffic management measures described in paragraph 4.5.62 would affect the length of active travel journeys using the A5025 with section 7, and therefore, the magnitude of effect on active travel walkers and cyclists travelling along the A5025 would be negligible.

4.5.69 Similarly, the length of diversions required to maintain access along the minor road which bisects the A5025 within the centre of section 7 would not increase the length of active travel journeys, representing a minor adverse magnitude of change and significance of effect.

4.5.70 There would be no effect for active travel walkers and cyclists using the minor road which runs south from the A5025 from the southernmost extent of section 7 towards Llanfflewyn. This minor road does not fall within the DCO Order Limits for the proposed scheme.

Operation

Public access

4.5.71 An alternative route for PRoW 18/018/1 would be provided that would run along the existing A5025 carriageway rather than through agricultural fields. Walkers using this route could make use of the crossing provision described in paragraph 4.5.76 to cross the bypass if required.

4.5.72 No effect is predicted for PRoW 18/067/1 or 38/030B/1, as there would be no appreciable change in access and amenity from baseline conditions.

Onshore recreation

Cyclists

4.5.73 It is anticipated that there would be a reduction in traffic flows along the bypassed section of the existing A5025 within section 7 of the proposed scheme, which would have a beneficial effect on the recreational amenity of this route. Overall, the magnitude of change in recreational amenity and significance of effect is considered to be negligible for recreational cyclists.

4.5.74 The minor road which bisects the A5025, within the centre of section 7 would be severed by the proposed scheme and the section of the minor road which falls between the existing A5025 and the bypass would be stopped up. As described above in the embedded mitigation section, access across the bypass within section 7 would be maintained via ramps on either side of the bypass carriageway. The ramps would connect to the existing A5025 to the east, and the severed section of the minor road to the west (see figure G4-8, Application Reference Number: 6.7.48). While access between the eastern and western sections of this minor road would be maintained for cyclists, there would be a small increase in the length of the journey and the requirement to cross the bypass at grade as part of the route. The magnitude of effect on recreational amenity would be small as a result of the altered road. The significance of the effect on recreational amenity for recreational cyclists would be minor adverse.

Walkers

4.5.75 There are no footways along the existing A5025 within section 7, and therefore recreational walkers travelling along the bypassed section of the existing A5025 within section 7 of the proposed scheme would also benefit from the reduced traffic flows described in paragraph 4.5.75 for recreational cyclists. However, the use of the de-trunked section of existing A5025 for recreational journeys would not avoid the need to use the A5025 either to the north or to the south of the bypass due to the location of linkages to other minor roads or PRoW. Overall, the significance of effect on recreational amenity for recreational walkers has been assessed as negligible.

4.5.76 As described in paragraph 4.5.76 for cyclists, there would be an adverse effect for recreational walkers using the minor road, which bisects the A5025 within the centre of section 7, as a result of the new road layout at this location. While the new road layout would increase the length of the route (far less than 0.5km) and introduce the requirement to cross the bypass at grade the magnitude of change for recreational walkers would therefore be small, and the significance of the effect would be minor adverse.

Horse riders

4.5.77 Access across the minor road which bisects the A5025 within the centre of section 7 would be permanently severed during operation of the proposed scheme. The alternative crossing provision described in paragraph 4.5.76 would not be suitable for use by horse riders. The severance of this route represents a large magnitude of change in accessibility for horse riders. The minor road which bisects the A5025 within the centre of section 7 has been assigned a negligible value, and the significance of the effect on horse riders would be minor adverse.

Active travel

4.5.78 As described in paragraph 4.5.76 the minor road, which bisects the existing A5025 within the centre of section 7, would be severed by the new bypass and the section of the minor road, which falls between the existing A5025 and bypass, would be stopped up. Access across the bypass suitable for use by cyclists and walkers would be provided in the form of ramps on either side of the bypass embankment. However, this would increase the length of active travel journeys for active travel cyclists and walkers travelling between Llanfairynghornwy and Mynydd Mechell or Llanfechell and introduce the requirement to cross the bypass at grade (an additional road but with no addition traffic flows from the existing layout). The total increase in journey length would not exceed 250m, representing a small magnitude of change. Traffic flows along the A5025 bypass during the opening year of the A5025 Off-line Highway Improvements would not exceed 8,000 vehicles per day (see chapter C3, Application Reference Number: 6.3.3), also representing a minor magnitude of change. The significance of effect for active travel walkers and cyclists would be minor adverse.

Power Station Access Road Junction

Construction

Public access

4.5.79 There would be an adverse effect on amenity for users of PRoW 38/013/2 and the WCP (as diverted during construction of the WNDA Development) as a result of the noise and dust generated by construction works undertaken on the Power Station Access Road Junction. The magnitude of effect would be small in both cases as the reduction in amenity would be localised and would not be sufficient to discourage use by people walking along this long distance trail, which would already be influenced by the construction activities taking place within the Wylfa Newydd Development Area, explained in chapter D4 (Application Reference Number: 6.4.4). The significance of effect would be negligible for PRoW 38/013/2 and minor adverse for the WCP (as diverted during construction of the WNDA Development).

4.5.80 There would also be an adverse effect on access for users of the WCP (as diverted during construction of the WNDA Development) as a result of the temporary diversion required during construction of the Power Station Access Road Junction. The length of diversion required would not exceed 1.5km, and therefore the magnitude of effect on access would be small. The significance of effect on the WCP would be minor adverse.

Onshore recreation

Cyclists

4.5.81 There would be an adverse effect on recreational amenity for recreational cyclists travelling along the A5025 during construction of the Power Station Access Road Junction while construction of the on-line part of the junction are undertaken to the east of the roundabout, and while the new roundabout is tied into the existing A5025. There would also be reduction in recreational amenity associated with the noise and dust generated by the construction works. The reduction in recreational amenity for recreational cyclists during construction would not be sufficient to discourage use as a route through the junction would be maintained throughout and measures for the control of dust and noise would be followed in accordance with the good practice mitigation referenced in section 4.4 of this Environmental Statement, the A5025 at this location is low value for recreational cyclists, and therefore the magnitude of effect would be small. The significance of effect on recreational cyclists would be minor adverse.

Walkers

4.5.82 The noise and dust generated by construction works (as described for cyclists in paragraph 4.5.83), would reduce the recreational amenity of the A5025 within the study area of the Power Station Access Road Junction. However, this would not be to the extent that it would be used less frequently by recreational walkers who would only be using this section of road if they were undertaking a longer journey, which would already be influenced by the

construction activities within the Wylfa Newydd Development Area (as described in chapter D4, Application Reference Number: 6.4.4). For this reason, the magnitude of change in recreational amenity is considered to be small, and the significance of the effect would be minor adverse.

Active travel

4.5.83 The traffic management measures required during construction of the Power Station Access Road Junction, as described in paragraph 4.5.83 for recreational cyclists and 4.5.84 for recreational walkers, would not increase the length of active travel journeys. The magnitude of change and significance of the effect on active travel walkers and cyclists would be negligible.

Operation

Public access

4.5.84 There would be no effect on PRoW 38/013/2 as there would be no appreciable change from baseline conditions as a result of the proposed scheme.

4.5.85 There would be an adverse effect on users of the WCP (as diverted during construction of the WNDA Development) as a result of the requirement to navigate across the new roundabout as part of the route. The increase in length of the WCP (as diverted during construction of the WNDA Development) would be less than 0.5km (total length currently uncertain), and therefore, the magnitude of change for access would be small. The significance of effect on access during operation would be minor adverse.

4.5.86 The requirement to navigate the Power Station Access Road Junction as part of the WCP route would have a permanent noticeable effect on the attractiveness of the route. However, this should be considered in the context of the diversion of the WCP. The significance of the effect would be negligible.

Onshore recreation

Cyclists

4.5.87 As described in paragraph 4.5.87, the Power Station Access Road junction design includes shared use footway/cycleway provision to enable safe crossing for recreational walkers and cyclists. The effect of traffic movements entering and exiting the Wylfa Newydd Development Area via the Power Station Access Road Junction are considered within chapter C3 (Application Reference Number: 6.3.3). The effect of this new feature on the highway would be a magnitude of change resulting in a negligible effect on cyclists.

Walkers

4.5.88 The Power Station Access Road junction design includes shared use footway/cycleway provision to enable safe crossing for recreational walkers and cyclists. The effect of traffic movements entering and exiting the Wylfa Newydd Development Area via the Power Station Access Road junction is considered within chapter C3 (Application Reference Number: 6.3.3). The effect of this new feature on the highway would be a negligible magnitude of change resulting in a negligible effect on cyclists.

Active travel

4.5.89 The requirement to navigate the Power Station Access Road junction while travelling along the A5025 would increase the length of the route; however, the total increase in length would be less than 250m and therefore the magnitude of change would be small. The significance of effect for active travel walkers and cyclists would be minor adverse.

4.6 Additional mitigation

4.6.1 In accordance with chapter B1 (introduction to the assessment process, Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to public access and recreation 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.

4.6.2 Additional mitigation measures would be implemented to address potential significant effects identified in the assessment of effects section where this is practicable. These additional mitigation measures are summarised in Table G4-6 for construction.

4.6.3 No practicable additional mitigation measures have been identified to reduce potential significant effects during operation of the proposed scheme.

Construction

Table G4-6 Additional mitigation measures – construction

Additional mitigation measures	Objective	Achievement criteria and reporting requirements
Horizon will work with the race organisers to ensure that the construction of the off-line highway improvements will be managed at Llanfachraeth and Valley to enable the Tour de Môn cycle race including provision of necessary access along the A5025 and the relevant minor roads.	Enable the Tour de Môn cycle race to proceed during the construction period for the proposed scheme.	The Tour de Môn cycle race proceeds using the existing route and disruption caused by the construction works within section 1: Valley and section 3: Llanfachraeth of the proposed scheme is reduced.

4.7 Residual effects

4.7.1 This section describes the residual effects for Public access and recreation having taken into account the embedded, good practice and additional mitigation described above. Tables G4-7, G4-8 and G4-9 provide a summary of significant residual effects identified either prior to or post application of additional mitigation for the construction and operational phases in relation to public access, onshore recreation and active travel.

- 4.7.2 No significant adverse effects were identified for active travel during the construction phase.
- 4.7.3 Additionally, all effects of minor significance or greater identified in the assessment of effects section are summarised in appendix I3-1 (Master residual effects table) (Application Reference Number: 6.9.8).

Table G4-7 Summary of residual effects: public access

Receptor (or group of receptors)	Value 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								
PRoW 18/018/1	Low	Permanent closure of PRoW 18/018/1 prior to construction of section 1 of the proposed scheme.	Permanent	Large	Moderate adverse	None identified	n/a	Moderate adverse
Operation								
PRoW 27/020/1	Medium	Adverse effect on amenity resulting from the introduction of an at-grade crossing within the route of this PRoW.	Permanent	Medium	Moderate adverse	None identified	Medium	Moderate adverse

Table G4-8 Summary of residual effects: onshore recreation

Receptor (or group of receptors)	Value 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								
Tour de Môn (annual cycling road race)	Medium	Reduction in amenity for cyclists using the Tour de Môn sufficient that a route change would be required.	Temporary Medium term	Large	Moderate adverse	Horizon will work with the race organisers to ensure that the construction of the off-line highway improvement s will be managed at Llanfachraeth and Valley to enable the Tour de Môn cycle race including provision of necessary access along the A5025 and the relevant minor roads.	Negligible	Negligible

Receptor (or group of receptors)	Value 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
Operation								
Recreational walkers travelling along the A5025 within section 5 of the proposed scheme.	Low	Beneficial effect on active travel resulting from provision of a new shared use footway/cycleway along the A5025 within section 5 of the proposed scheme.	Permanent	Medium	Moderate beneficial	n/a	Medium	Moderate beneficial
Recreational cyclists travelling along the A5025 within section 5 of the proposed scheme.	Low	Beneficial effect on active travel resulting from provision of a new shared use footway/cycleway along the A5025	Permanent	Medium	Moderate beneficial	n/a	Medium	Moderate beneficial

Receptor (or group of receptors)	Value 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
		within section 5 of the proposed scheme.						

Table G4-9 Summary of residual effects: active travel

Receptor (or group of receptors)	Value 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								
No significant effects during construction have been identified for active travel receptors.								
Operation								
Active travel walkers and cyclists travelling along the A5025 within section 5 of the proposed scheme.	High	Beneficial effect on active travel resulting from provision of a new shared use footway/cycleway along the A5025 within section 5 of	Permanent	Medium	Moderate beneficial	n/a	Medium	Moderate beneficial

Receptor (or group of receptors)	Value 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 proposed scheme.						

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4.8 References

Table G4-10 Schedule of references

ID	Reference
RD1	Isle of Anglesey County Council. 2011. <i>Definitive Map</i> . [Online]. [Accessed: 14 October 2016] Available from: http://publicrightsorway.anglesey.gov.uk/
RD2	Welsh Government. 2014. <i>Design Guidance: Active Travel (Wales) Act 2013</i> . [Online] [Accessed: 22 June 2017] Available from: http://gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf

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