



Wylfa Newydd Project

6.6.12 ES Volume F - Park and Ride F12 - Combined topic effects

PINS Reference Number: EN010007

Application Reference Number: 6.6.12

June 2018

Revision 1.0

Regulation Number: 5(2)(a)

Planning Act 2008

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

[This page is intentionally blank]

Contents

12	Combined topic effects	1
12.1	Introduction	1
12.2	Scope	1
12.3	Combined effects.....	2
	<i>Human receptors in the vicinity of the Park and Ride</i>	<i>2</i>
	<i>Other receptors in the vicinity of the Park and Ride.....</i>	<i>3</i>

[This page is intentionally blank]

12 Combined topic effects

12.1 Introduction

- 12.1.1 Combined topic effects, also known as intra-development effects, occur when a single receptor is affected in more than one way by the same development.
- 12.1.2 This combined topic effects chapter considers those receptors that would experience more than one of the minor, moderate or major residual effects identified in the preceding topic assessment chapters, and describes the predicted combined effects that would result.
- 12.1.3 Human receptors are considered first, followed by other receptors. Within those two main sections, receptors are grouped according to different types of receptors and the scale at which the effects have been assessed.
- 12.1.4 Within the section of this chapter relating to human receptors, in cases where effects would be different for residential and non-residential receptors, sub-headings are used to make this clear.
- 12.1.5 Embedded, good practice and additional mitigation measures are identified in the individual topic chapters and not in this chapter, which is based on the residual effects. It has not been possible to identify any additional mitigation to address combined effects that has not already been identified and committed to through the earlier steps in the Environmental Impact Assessment process.
- 12.1.6 Combined topic effects may be contributed to by multiple effects reported in one topic chapter (e.g. both a noise and a vibration effect) and/or in more than one topic chapter (e.g. both a noise and an air quality effect). Where combined topic effects result from individual effects reported in different topic areas, there is no published methodology for assessing such effects and assigning a level of significance to them, and so the assessment is limited to descriptions of the effects that would combine, based on professional judgement as to which effects would combine. The potential is recognised for some people affected to perceive the combined effect to be significant. Where combined topic effects result from individual effects reported within one topic, the significance criteria are as described in the relevant topic chapter.

12.2 Scope

- 12.2.1 The scope of this chapter is limited to the scope of this volume of the Environmental Statement, i.e. effects of the Park and Ride.
- 12.2.2 All topics within this volume are scoped into the assessment of combined topic effects. However, the assessment has found that not all topics would contribute to combined topic effects. Appendix F12-1 (matrix of receptors and which topics affect them) (Application Reference Number: 6.6.37) indicates which receptors are shared by more than one topic.
- 12.2.3 In some cases, the effects reported in one topic chapter already have combined topic effects embodied within them (for example, amenity effects in

the public access and recreation topic are based in part on visual and noise effects), and so they are not considered again in this chapter.

- 12.2.4 The assessment of socio-economic effects, reported in chapter F3 (Application Reference Number: 6.6.3), included the consideration of potential air quality, noise and vibration effects, as well as traffic and transport effects (although traffic-related information is reported on a project-wide basis in volume C (Application Reference Numbers: 6.3.1 to 6.3.7). Therefore, socio-economic receptors also affected by these topics are not considered in combination in this chapter.
- 12.2.5 Traffic-related effects are assessed on a project-wide basis; hence they are excluded from the assessment of combined effects for this development in isolation.
- 12.2.6 Cumulative effects, both intra-project (resulting from the various developments that comprise the Wylfa Newydd Project) and inter-project (resulting from the Wylfa Newydd Project together with external projects) are not considered here, but are reported in volume I (Application Reference Numbers: 6.9.1 to 6.9.5).

12.3 Combined effects

Human receptors in the vicinity of the Park and Ride

Residential receptors

Bodedern and Llanfihangel yn Nhywyn

- 12.3.1 During construction, Gwyddfôr Residential Home, approximately 250m to the east of the Park and Ride boundary, would experience a minor adverse effect on visual amenity (representative viewpoint 6 in chapter F10 (landscape and visual) (Application Reference Number: 6.6.10)) in combination with a minor effect on noise and a not significant effect from dust deposition throughout the construction stage. People who experience noise and/or visual effects may be more likely to feel that dust deposition at a particular level may contribute to a combined topic effect.
- 12.3.2 It is likely Gwyddfôr Residential Home would experience combined effects of minor adverse visual amenity and minor noise effects during the operational and decommissioning stages of the Park and Ride.
- 12.3.3 Noise from the construction phase of the Park and Ride would be of minor significance at 85 residential receptors in the Bodedern and Llanfihangel area, (see figure F6-1, Application Reference Number: 6.6.38) for location of residential receptors. For residential receptors within 350m of the boundary, such as the nearest properties along London Road, Minffordd Road, Alltwen Goch, (see figure F9-1, Application Reference Number: 6.6.38) for location of receptors within 350m, there would also be potential combined effects on visual amenity and a not significant dust-deposition effect.

Other receptors in the vicinity of the Park and Ride

Local landscape character

- 12.3.4 The combined effects on the local landscape character, rather than on residential properties in the area, are considered here.
- 12.3.5 Minor adverse effects due to increases in noise levels during construction of the Park and Ride have been predicted to be experienced by residential receptors in the Bodedern and Llanfihangel area (including Gwyddfwr Residential Home, properties on London Road, at the northern end to Llanfihangel-yn-Nhywyn, Minffordd Road area, Alltwn Goch, and Bryn Goleu see figure F6-1 (Application Reference Number: 6.6.38) for location of residential receptors within 600m of the site boundary. These would result in an increased perception of adverse changes to the local landscape character, when combined with the removal of, or change to, existing landscape features.
- 12.3.6 During operation, there would also be an increased perception of adverse changes to local landscape character, when combined with the loss of, or change to, existing landscape features.
- 12.3.7 During decommissioning, noise levels associated with the works would be similar to levels experienced during the construction phase. This would result in an increased perception of adverse changes to local landscape character, when combined with a change to an existing landscape feature.
- 12.3.8 It is possible that the combination of these effects may be perceived, by some affected people, to be significant during construction, operation and decommissioning.

Heritage assets

- 12.3.9 Potential effects on the setting of heritage assets arising from visual intrusion and changes in landscape character, noise and vibration, air quality and hydrology have been considered in chapter F11 (cultural heritage) (Application Reference Number: 6.6.11). Therefore, these topics are not considered in combination for this chapter.

[This page is intentionally blank]