




# A55(T) ABERGWYNGREGYN TO TAI'R MEIBION IMPROVEMENT

## ASIDOHL REPORT

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# A55(T) Abergwyngregyn to Tai'r Meibion Improvement

## ASIDOHL Report

Project No. G2424

Report No. 1257

Prepared for: Ymgynghoriaeth Gwynedd Consultancy (YGC)

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## **Summary**

*Gwynedd Archaeological Trust has carried out an Assessment of the Significance of the Impact of Development On Historic Landscape Areas (ASIDOHL) along a 2.1km stretch of the A55(T), between Tai'r Meibion and Abergwyngregyn, in advance of a proposed improvement to the A55 trunk road. The northeastern half the area lies within the North Arllechwedd (HLW (Gw) 12) Historic Landscape Area (HLA), while the southwestern half lies within the Dyffryn Ogwen (HLW (Gw) 10) HLA. The site also lies within the Lowland Coastal Area Around Wig (HLCA 31) and within the Enclosed Hill Slopes Below Moel Wnion (HLCA 39) as defined in the Historic Landscape Character Area (HLCA). The work was commissioned by Ymgynghoriaeth Gwynedd Consultancy (YGC).*

*The direct physical impacts upon the North Arllechwedd and Dyffryn Ogwen HLAs, as well as upon the Lowland Coastal Area Around Wig and the Enclosed Hill Slopes Below Moel Wnion HLCAs were assessed, as was the indirect physical and non-physical impacts of the proposed development upon the Abergwyngregyn HLCA.*

*The overall significance of impact of the proposed development was found to be **moderate**. This means that there is a developmental impact on key elements of the Dyffryn Ogwen and North Arllechwedd Landscape Area of Outstanding Historic Interest with a result that there is some reduction in its overall value. The proposed development runs alongside the existing A55 road and is embanked in places and this lessens its impact on the landscape in this area. The impact can be somewhat reduced by sensitive planting using species already in existence in the surrounding landscape. Low impact lighting and signage should also be used wherever possible.*

## A.1 INTRODUCTION

Gwynedd Archaeological Trust has been asked by Ymgynghoriaeth Gwynedd Consultancy (YGC) to undertake an Assessment of the Significance of the Impact of Development On Historic Landscape Areas (ASIDOHL) along a 2.1km stretch of the A55(T), between Tai'r Meibion and Abergwyngregyn (centred on NGR SH63917211) (Fig. 1). This is in advance of a proposed improvement to the A55 trunk road, and as a requirement of the Environmental Impact Assessment (EIA) which itself is a requirement of the European Union (see Section A.3 below).

## A.2 STATUTORY AND NON-STATUTORY DESIGNATIONS

The proposed development lies:

- within the *Dyffryn Ogwen* Landscape of Outstanding Historic Interest (HLW (Gw) 10) identified on the *Register of Landscapes of Outstanding Historic Interest in Wales* (Cadw: Welsh Historic Monuments, 2001) (Fig. 2)
- within the *North Arllechwedd* Landscape of Outstanding Historic Interest (HLW (Gw) 12) identified on the *Register of Landscapes of Outstanding Historic Interest in Wales* (Cadw: Welsh Historic Monuments, 2001) (Fig. 2)
- within the discreet Historic Landscape Character Area (HLCA) of the *Lowland Coastal Area Around Wig* (HLCA 31) (Fig. 3)
- within the discreet Historic Landscape Character Area (HLCA) of the *Enclosed Hill Slopes Below Moel Wnion* (HLCA 39) (Fig. 3)
- 100m southwest and northwest of the discreet Historic Landscape Character Area (HLCA) of *Abergwyngregyn* (HLCA 34) (Fig. 3)

There are a number of listed buildings located both in and between Tan y Lon and Abergwyngregyn, with the closest consisting of:

- Ty'n-y-Hendre Farm Grade II\* Listed Building (Cadw 22970 PRN 30287) 100m to the south
- Tan-yr-Allt Cottages Grade II Listed Building (Cadw 22936 PRN 30285) 70m to the south
- Tai'r Meibion House and Gardens Grade II Listed Building (PRN 30282) 50m to the south
- Wig Farm Grade II Listed Building (PRN 30283) 100m to the north
- St. Bodfan's Rectory Grade II Listed Building (Cadw 3654 PRN 11458) 360m to the east

Both the Dyffryn Ogwen and North Arllechwedd Landscape of Outstanding Historic Interest (HLW (Gw) 10 and 12 respectively) are identified on the *Register of Landscapes of Outstanding Historic Interest in Wales*, Cadw: Welsh Historic Monuments, 1998 (*Register*), and the Register may be a material consideration in the planning process as set out in *Planning Policy Wales*, July 2014 (*PPW*), paragraph 6.5.25, which states:

*Information on the historic landscapes in the second part of the Register should be taken into account by local planning authorities in considering the implications of*

*developments which are of such a scale that they would have a more than local impact on an area on the Register.*

Detailed guidance on the use of the Register is provided in the *Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process*, revised (2nd) edition, Cadw, 2007 (“Guide to Good Practice”), which includes a Technical Annex setting out the ASIDOHL2 process (Assessment of the Significance of Impact of Development on Historic Landscapes) used in this assessment. Appendices II-V sets out the scoring system and calculations used in this process.

The ASIDOHL2 process is based on assessing development impacts in relation to discrete Historic Landscape Character Areas (HLCAs), into which the Historic Landscape has been geographically sub-divided in the *Ardal Arfon Historic Landscape Characterisation Report* (GAT 2000). The descriptions of the HLCAs featured in this assessment are reproduced in Appendix I, while the full report is available upon request from:

[GAT@heneb.co.uk](mailto:GAT@heneb.co.uk)

The proposed development area is located half within the *Dyffryn Ogwen Landscape of Outstanding Historic Interest* and half within the *North Arllechwedd Landscape of Outstanding Historic Interest*, with the majority of the site located wholly within the discrete Historic Landscape Character Area (HLCA) of the *Lowland Coastal Area Around Wig* (HLCA 31). This is accounted for in the *Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process*, revised (2nd) edition, Cadw, 2007 (“Guide to Good Practice” p13):

*Although there may appear to be a coincidence in their edges, the characterisation programme has shown that in some landscape areas on the Register, particularly those identified under Criterion 3 - Historic diversity/ Multiperiod, Historic Character Area edges can fall outside the extent of the landscape area on the Register. This is because Historic Character Areas are identified at a much smaller scale and at a much greater level of detail than was possible for the landscape areas on the Register, and where there is a great degree of diversity, edges can be drawn at a number of places depending on which characteristic is selected as being the most dominant.*

*In order to resolve this potential ambiguity, the following guidance is offered. In planning terms, the status of the Register is non-statutory, and this includes information from characterisation that is intended to support the Register. The extent of the landscape areas on the Register and Historic Character Areas are, therefore, indicative and advisory only.*

*It will be a matter for the planning or other competent authority undertaking an EIA, or the Public Inquiry Inspector concerned, to determine where a precise edge should be drawn. All the evidence available in the Register, the relevant characterisation report and any relevant work done subsequently should be carefully considered and weighed against the nature and extent of the proposed development and its predicted impact on the landscape area on the Register. The guiding principle is that where drawn edges are required, they should be as consistent as possible with the maintenance of those historic elements or characteristics that demonstrate the outstanding or special interest of the landscape area on the register.*

### A.3 SUMMARY OF THE IMPACTS OF THE PROPOSED DEVELOPMENT

The contents and significance of the Dyffryn Ogwen and North Arllechwedd Historic Landscapes are summarised in the *Register* as:

Dyffryn Ogwen: *The classic glaciated valley in north Snowdonia, containing contrasting evidence of prehistoric and later land use, superimposed by the extensive and visually dramatic remains of the recent and continuing industrial exploitation of slate. The area includes: Neolithic and Bronze Age funerary and ritual monuments; Iron Age hillforts and concentrations of relict settlements and field systems; medieval settlements; large and extensive remains of 19<sup>th</sup> and 20<sup>th</sup> centuries slate quarries, tips, attendant settlements and transport systems; Penrhyn Castle and Park; Telford's Holyhead Road; historic literary and social associations.*

North Arllechwedd: *A dissected, mainly upland, area situated on the northern flanks of the Carneddau ridge in north Snowdonia, containing well-preserved relict evidence of recurrent land use and settlement from the prehistoric to medieval and later periods. The area includes: a Neolithic axe factory site; dense and remarkable concentrations of Bronze Age funerary and ritual monuments; Iron Age hillforts, settlements, field systems; prehistoric trackways; a Roman road; medieval settlements, field systems, a motte and commotal centre at Abergwyngregyn; recent mining and quarrying remains.*

**The proposed development would have a direct (physical) impact upon the following HLAs:**

- |        |                                       |
|--------|---------------------------------------|
| HLA 31 | Lowland Coastal Area Around Wig       |
| HLA 39 | Enclosed Hill Slopes Below Moel Wnion |

**The proposed development would have indirect (mainly non-physical) impacts on the following HLCAs:**

- |         |                                       |
|---------|---------------------------------------|
| HLCA 31 | Lowland Coastal Area Around Wig       |
| HLCA 34 | Abergwyngregyn                        |
| HLCA 39 | Enclosed Hill Slopes Below Moel Wnion |

This report provides a full assessment of the significance of the impacts of the proposed development on the Historic Landscape in relation to the above HLCAs, in compliance with the ASIDOHL2 process.



## **A.4 ASIDOHL STAGE 1: CONTEXTUAL INFORMATION**

### **A.4.1 Summary description of development**

The first stage of the ASIDOHL process draws together the contextual information for the project.

The Welsh Government: Transport proposes an improvement to the A55 trunk road between Tai'r Meibion and Abergwyngregyn, in the County of Gwynedd, northwest Wales. This consists of the upgrading of a 2.1km (1.3 mile) section of the A55(T). The existing horizontal alignment would essentially be retained and a 1m wide hard strip would be added to each side of both the two lane carriageways. The vertical alignment would be improved to current standards and in general the existing pavement would be overlain with new bituminous construction.

#### ***Verges***

The northern verge would be 2.5m wide and grassed. The southern verge would also be 2.5m wide but would consist of a 1.7m wide bituminous hard shoulder with a filter drain alongside. The verge width would vary to provide the required visibility splays at the junction to Y Glyn Farm and the Bryn Meddyg properties.

#### ***New roads, pathway, and access track***

A new, 3m wide, 2.6km (1.6 mile) section of Class 3 road/ Non-Motorised User Route (NMU) would run parallel with, and to the north of, the northern verge from the Abergwyngregyn Interchange, adjacent to Pentre Aber Farm (formerly College Farm), westwards to just east of Wig Farm. This road will also connect Wig Crossing Cottages and Wig Farm (Plates 01 and 02), and continue westwards to terminate at the Tal-y-Bont Interchange (Plate 03).

A new, 3m wide, 250m stretch of link road would run parallel with, and to the south of, the southern verge from Bryn Meddyg to the existing access road (Plate 04).

A 850m section of footway will run between the Tan-yr-Allt cottages and the Tan-y-Lon bus stop (Plate 05). The footway will be 1.5m wide, except where it crosses the Tan-y-Lon overpass where it will reduce to 0.9m due to restricted area for construction. The footpath will be built within the existing grass verge of the road.

A new 3.5m wide, 500m stretch of field access track (hard standing) would run northeast from Henffordd Road towards Coed Wern-porchell before turning east to run along the southern edge of the wood, cross over the Afon Wig and link up with the existing Wig Farm subway access track (Plate 07).

#### ***Road widening***

At the southwestern end of the site, the Unclassified Roman Road (Henffordd Road) would be widened on its northern side from just west of Crymyln, up to the western Tai'r Meibion farm entrance, approximately 810m, in order to accommodate agricultural vehicles (Plate 06). The new width would be 3.5m with a 1.5m wide footway.

#### ***Kerbs and drainage***

Both carriageways would have standard crossfall to the nearside edge to discharge surface water into a drainage channel alongside. Kerbs would only be provided at the junction on the westbound carriageway, cattle underpasses, and locations where there was a footway.

The surface water would be collected in a new drainage system and discharged into existing watercourses as at present. Eight watercourses cross under the A55(T) via existing culverts and these would be extended to accommodate the carriageway requirements. New outfalls would be constructed to replace the existing at the eastern end of the scheme. An attenuation pond up to 1000m<sup>2</sup> in area may be built on the northern side of the carriageway, to the east of Wig Farm. This will be confirmed as part of the detailed design at a later date.

#### ***New junctions and improved safety***

For safety reasons all the existing private accesses, field accesses, and gaps in the central reservation would be permanently closed. There would be no junction on the eastbound carriageway and access to properties on the northern side would be from the Tal-y-Bont Interchange to the west via the new NMU/ Private Means of Access (PMA) adjacent to the A55(T). Access to properties on the southern side would be via a single westbound junction to Y Glyn Farm with a link road to the Bryn Meddyg properties.

Right turns would not be permitted from the westbound junction. Drivers wishing to travel towards Conwy would have to turn left onto the dual carriageway and then use the Tal-y-Bont Interchange. Access to these properties on journeys from Bangor would have to be via the Abergwyngregyn Interchange.

#### ***Subways***

The existing cattle underpasses at Tai'r Meibion and Wig Farms would be extended to accommodate for the widened carriageway and to meet current standards.

### **Land use setting and land take**

The Proposed Improvement is situated in a rural area comprising mainly of improved agricultural grazing land with associated farms and farm buildings. There are also small areas of mixed woodland and a small number of private non-agricultural dwellings within the surrounding area.

The coastal plain has a particular, historical significance within the local area, with small settlements dating from medieval times, and communication routes gradually developing. These were restricted by the shoreline cliffs between Llanfairfechan and Conwy until the large scale engineering works of the 19<sup>th</sup> and 20<sup>th</sup> centuries opened up rail and road routes along the North Wales coast. The A55(T) represents the only Trunk Road within the area, but there is a single track Unclassified County road (Roman Road) linking the village of Abergwyngregyn to the various farms and properties along the southern side of the A55(T). The Chester to Holyhead Railway Line is located parallel to and approximately 300m to the north of the A55(T).

The land use within the A55 corridor is predominantly pastoral and the fields consist almost entirely of improved pasture within a fertile coastal strip. The proposed access route from Tan-y-Lon to Wig crosses some smaller fields at the interface between the coastal strip and the uplands to the south.

The topography of the area consists of three distinct zones, the coastal plain, the uplands to the south and the Aber valley. The Aber valley is a deep and steep sided narrow valley with glacial origins, as shown by the truncated stream valleys that enter it, with waterfalls. The river has also worn down into the valley creating a small gorge through the glacial debris on the valley floor. At the mouth of the valley, close to the Aber Falls hotel at 25m OD, the river enters onto a narrow coastal plain. This is gently sloping, formed of the outwash delta of glacial materials from the mountains around. At its north edge it consists of fine sediments only a few metres above maximum high tide and is eroding into the sea.

## Policy context

The European Union Council Directive 2011/92/EU, amended by Directive 2014/52/EU, requires the preparation of an Environmental Impact Assessment (EIA) for certain types of projects likely to have significant effects on the environment. This helps to ensure that the predicted effects and the scope for reducing them are properly understood by the relevant authorities, statutory consultees and general public. The Highways (Environmental Impact Assessment) Regulations, 2007 (SI No. 1062) interpret these Directives. Under these Regulations, a highway scheme such as a motorway widening or new bypass may require an Environmental Impact Assessment (EIA). In accordance with the Schedules to the Regulations and Directive it has been determined that an EIA is required for this highway scheme.

The Environmental Assessment will utilise current guidance set out in DMRB Volume 11, published in 2008 with subsequent amendments, including Interim Advice Notes HA 200/08, HA 201/08, HA 202/08, HA 204/08, HA 205/08, HD 47/08, and HD 48/08. The Stage 3 assessment set out in DMRB Volume 11 will be expanded, as appropriate to incorporate other good practice methodologies. It will also take into account changes arising from any future revisions to the guidance in DMRB.

An Assessment of the Significance of the Impact of Development on Historic Landscape Areas on the Register of Landscapes of Historic Interest in Wales (ASIDOHL) is required as part of the EIA. Guidelines and methodology are set out in *Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process Revised (2<sup>nd</sup>) edition* (Cadw 2007).

The Gwynedd Unitary Development Plan 2001-2016 Policy CH25 – New Roads and Road Improvements states:

*Proposals for improvements to existing roads and for new sections of roads will be approved provided there is sufficient justification for the development on economic and public safety grounds and that there will be no unacceptable environmental effects. Developers must prove that other options have been considered and that the scheme with the least environmental impact has been chosen that all the following criteria can be met:*

- *that the improvement/ new road scheme reflects the road's status in the defined road hierarchy;*
- *that the design reduces the danger of accidents for road users;*
- *that the design incorporates measures that encourages journeys by public transport and reflects the needs of cyclists and pedestrians;*
- *that the scheme is acceptable in terms of its impact on the community;*
- *that the scale and design of the proposed development is suitable for the location;*
- *that every practical effort is made to ensure that the development will not cause significant harm to the landscape, the coast, biodiversity, or historic areas/features,. Particularly within or near designated areas;*
- *that appropriate measures are included to reduce the risk of injury or death as a result of collision between vehicles and wildlife;*

- *that the development will not cause significant harm to the amenities of neighbouring residents or sensitive uses;*
- *that the proposal incorporates adequate measures to mitigate the effects of the scheme.*

In addition - Paragraph 5.3.16 states '*It is important to ensure that the necessary changes/improvements to the highway network seek to reduce the environmental effect of the scheme, especially within sensitive areas such as the Area of Outstanding Natural Beauty, nature conservation sites of international, national and local importance, Landscape Conservation Areas, conservation areas and sites which help reduce the number of animals killed or wounded on the roads*'

The Gwynedd Unitary Development Plan 2001-2016 is due to be replaced by the Gwynedd and Anglesey Joint Local Development Plan (LDP) and a draft version of this plan has been created (2015). This Deposit Plan sets out Gwynedd Council and the Isle of Anglesey County Council's proposed planning policy up to 2026. Policy TRA1 Transport Network Developments deals with improvements to existing infrastructure and states:

*Improvements to the existing transport network will be granted provided they conform to the following criteria:*

- *The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and*
- *Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and*
- *In the case of cycle ways, park and ride schemes, roads and roadside service areas, the scheme will help to improve road safety; and*
- *In the case of new roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and*
- *In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS12 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.*

Policy AT1: Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens states:

*Proposals within or affecting the setting and/ or significant views into and out of Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens shown on the Constraints Map must, where appropriate, have regard to:*

- *Adopted Conservation Area Character Appraisals, Conservation Area Plans and Delivery Strategies.*
- *World Heritage Site Management Plans.*
- *The Register of Landscape, Parks and Gardens of Special Historic Interest in Wales.*

- *Other detailed assessments adopted by the Local Planning Authority.*
- *Development proposals should be supported by a Heritage Impact Assessment, where appropriate.*

Policy AT4: Protection of Non-Designated Archaeological Sites states:

*Proposals which may affect sites that are of potential national archaeological importance or are of acknowledged local heritage importance including sites of industrial archaeology that are not scheduled will:*

- *Be assessed in terms of the intrinsic importance of the 'site' and the potential extent of harm.*
- *Require, where appropriate, either an archaeological assessments and/ or field evaluation by an archaeological body or a professionally qualified archaeologist in order to determine the archaeological impact of the proposed development before the Planning Authority determines the application.*
- *A proposal which affects locally important archaeological remains will only be granted if the need for the development overrides the significance of the archaeological remains.*
- *Where proposals are acceptable, a site a site a condition will be attached to the permission stating that no development should take place until an agreed programme of archaeological work has taken place.*

#### **A.4.2 Context for ASIDOHL assessment**

At the request of Ymgynghoriaeth Gwynedd Consultancy (YGC), Gwynedd Archaeological Trust have been contracted to undertake an ASIDOHL2 assessment of the significance of the impact of the proposed development on the Historic Landscape. The ASIDOHL2 assessment is required due to the proposed scheme running through both the Dyffryn Ogwen and North Arllechwedd Landscape Areas of Outstanding Historic Interest (HLW (Gw) 10 and 12 respectively).

#### **A.4.3 Assessment methodology**

The assessment follows the guidance for the ASIDOHL2 process set out in the Register Guide to Good Practice, and was undertaken by Robert Evans, of Gwynedd Archaeological Trust, with advice on the ASIDOHL2 process provided by the *Guide to Good Practice On Using the Register Of Landscapes Of Historic Interest in Wales in the Planning and Development Process* revised (2nd) edition (Cadw 2007). This assessment was subsequently revised by Dave McNicol of Gwynedd Archaeological Trust.

A full examination of all available information has been undertaken including an examination of archival sources and aerial photographs. Field visits were undertaken in April 2008 and June 2015, including a walk over study of the scheme and an assessment of historic viewpoints.

## **A.5 ASIDOHL STAGE 2: ASSESSMENT OF DIRECT, PHYSICAL IMPACTS OF DEVELOPMENT**

### **A.5.1 Introduction**

The second stage of the ASIDOHL2 process describes and as far as possible quantifies the direct physical impacts of the proposed development on the HLCAs affected by the development. This is described and quantified in three ways, which can be summarised as follows:

- a) In absolute terms, i.e. the proportion of the surface area of the HLCA affected
- b) In relative terms, i.e. the proportion of each of the 'key historic landscape characteristics' (the baseline being those characteristics identified in the HLCA Report) that will be permanently lost or removed by the development
- c) In landscape terms, the contribution that the 'key historic landscape characteristics' identified in (b) makes to the value of the HLCA as a whole.

The physical impacts are each assigned a score and the overall scores for the impacts on the individual HLCA are used to produce a quantified expression of the overall magnitude of direct impact on a 28 point scale (see Table A.1). These are presented as a table for each HLCA along with qualifying statements and background information and summaries of the key characteristics of the HLCAs affected. The scoring system and calculations used can be seen in Appendix I.

<b>Score</b>	<b>Grading</b>
24-28	Very Severe
19-23	Severe
14-18	Considerable
9-13	Moderate
4-8	Slight
0-3	Very Slight

***Table A.1 Overall magnitude of direct physical impacts***

### A.5.2 Historic Landscape Character Area 31 Lowland Coastal Area Around Wig (Fig. 3)

#### Historic background

This area was formerly part of the Penrhyn, Madryn, and Bulkeley estates. The area around Henfaes farm in Aber was part of the manor of Aber, which is thought to derive from the *maerdref* associated with the *llys* at Aber. The whole coastal area was radically altered with the coming of the railway and the main road in the 19<sup>th</sup> century, and bears little evidence of former organisation. It contains a number of listed buildings, such as the farmhouses of Tai'r Meibion and Wig

#### Key historic landscape characteristics

Large, regular enclosures, substantial farms, road and rail links.

A lowland area abutting the Menai Straits, dominated by large estate farmhouses and divided up into large regular enclosures. The main arterial road and rail links between north-west Wales and the north of England dominate the landscape, and are largely responsible for its current appearance.

#### Conservation priorities and management

Preservation of open character; encouragement to use of traditional building materials and to adaptation in a manner that reflects the appropriate Penrhyn and Baron Hill estate style.

**Impacts:** The impact in terms of area is moderate. There are a number of archaeological features which will be partially destroyed by the proposed development. A possible Roman road and a section of hedgerow which may be protected by the Hedgerow Regulations Act may also be affected.

Absolute Impact (loss of area) 2.452 ha – 0.003%				
Magnitude and score Very Slight - 1				
Relative and landscape impacts (loss of known elements or characteristics) and scores				
Element / % loss	Status	Magnitude	Landscape value	Landscape value effect
Improved field systems (5%)	C - 2	Slight - 2	Low - 2	Slightly Reduced - 2
Field Boundaries (2%)	D - 1	Slight - 2	Very Low - 1	V Slightly Reduced - 1
Medieval Hedgerow (20%)	C - 2	Moderate - 3	Low - 2	Slightly Reduced - 2
Possible Roman Road (5%)	B - 3	Slight - 2	Medium - 3	Slightly Reduced - 2
Buried Archaeology	U - 1	Severe - 5	Very Low - 1	V Slightly Reduced - 1
<b>OVERALL DIRECT IMPACT</b>	<b>9- Moderate</b>			

**Table A.2 Assessment of Direct, Physical impacts on Historic Landscape Character Area 31 Lowland Coastal Area Around Wig**

### A.5.3 Historic Landscape Character Area 39 Enclosed Hill Slopes Below Moel Wnion (Fig. 3)

#### Historic background

This area comprises the north-facing coastal steep slopes between low-lying improved coastal flats (HLCA 31) and unenclosed mountain/ uplands (HLCA 36). It extends for several miles either side of Aber. It has a fairly consistent character, with large enclosures reflecting post-medieval re-organisation, but most importantly still retains a whole series of relict prehistoric and medieval archaeology, including hut group and long hut settlements surrounded by a complex of lynchets, field banks and ridge and furrow, towards the top of the area where the ground is less steep. Twentieth century conifer plantations as well as woodland are visually prominent woods and forestry add to the picture.

#### Key historic landscape characteristics

Relict archaeology (prehistoric and medieval settlement and fields), woods.

An important area containing remains of earlier land divisions and settlement which has immense potential for reconstructing for past landscapes.

#### Conservation priorities and management

The conservation priorities must be the relict archaeology: some mapping of aerial photographs has taken place, but detailed field survey is needed.

**Impacts:** The impact in terms of area is moderate. There are a number of archaeological features which will be partially destroyed by the proposed development. A possible Roman road and a section of hedgerow which may be protected by the Hedgerow Regulations Act may also be affected.

Absolute Impact (loss of area) 0.225 ha – 0.0002%				
Magnitude and score Very Slight – 1				
Relative and landscape impacts (loss of known elements or characteristics) and scores				
Element / % loss	Status	Magnitude	Landscape value	Landscape value effect
Medieval Hedgerow (20%)	C - 2	Moderate - 3	Low - 2	Slightly Reduced - 2
Possible Roman Road (5%)	B - 3	Slight - 2	Medium - 3	Slightly Reduced - 2
Field Boundaries (2%)	D – 1	Slight - 2	Very Low - 1	V Slightly Reduced - 1
Buried Archaeology	U - 1	Severe – 5	Very Low - 1	V Slightly Reduced - 1
<b>OVERALL DIRECT IMPACT</b>	<b>9- Moderate</b>			

*Table A.3 Assessment of Direct, Physical impacts on Historic Landscape Character Area 39 Enclosed Hill Slopes Below Moel Wnion*



## **A.6 ASIDOHL STAGE 3: ASSESSMENT OF INDIRECT IMPACTS OF DEVELOPMENT**

### **A.6.1 Introduction**

The third stage of the ASIDOHL process describes and as far as possible quantifies the **indirect physical and non-physical impacts** of the development on the HLCA affected. A clearly defined area will be directly or physically affected (assessed in Stage 2), but a much greater area could be indirectly affected owing to fragmentation or changes to the setting of features within the landscape. Changes to views of, or views from a landscape element or key characteristic are also important potential impacts to consider.

This stage is divided into two categories of impacts; the first, Stage 3 (a) assesses the indirect physical impacts; while the second, Stage 3 (b) assesses the indirect (non-physical) visual impacts. The scoring system and calculations used can be seen in Appendix II.

### **A.6.2 Stage 3 (a) Indirect, physical impacts**

The principal types of indirect physical impacts set out in the Guide to Good Practice include, but are not confined to:

- a) An increased risk of exposure, erosion, disturbance, decay, dereliction or any other detrimental physical change to elements, during or consequent to development.
- b) Related to (a), the likelihood of increased management needs to maintain elements as, for example, through altered habitats, water levels, increased erosion, new access provision etc., during or consequent to development.
- c) The severance, fragmentation, dislocation or alteration of the functional connections between related elements, for example, a field system becomes 'severed' from its parent farmstead by intervening development.
- d) The frustration or cessation of historic land use practices, for example, it becomes more difficult or impossible to manage an area in a traditional manner as a result of development.
- e) The frustration of access leading to decreased opportunities for education, understanding or enjoyment of the amenity of elements, during or consequent to development

### **A.6.3 Stage 3 (b) Indirect (non-physical) impacts**

These can occur to elements as a result of one or a combination including, but are not confined to, the following:

- a) Visual impacts on elements from which a development can be seen (considered up to its maximum height). The impact might be on 'views to' or 'views from' these elements, and it should be assessed with reference to key historic viewpoints and essential settings. These should be considered in relation to a site's original character and function, as well as to vantage points and visual experience of a visitor today.
- b) Impact on the visual connections between related elements, by occlusion, obstruction etc., for example, an essential line of sight between historically linked defensive sites will become blocked or impaired by an intervening development.

- c) Conversely, the creation of inappropriate visual connections between elements not intended to be inter-visible originally, by the removal of intervening structures, barriers, shelters, screening or ground.
- d) the visual impact of the development itself in relation to the existing character of the HLCA considering:
  - its form – the scale, number, density, massing distribution etc. of its constituent features;
  - its appearance – the size, shape, colour fabric etc., of its constituent features.

Stage 3 (b) is aimed at assessing to what extent the development constitutes a visual intrusion or encroachment, and to what extent in turn that affects the HLCA's character.

The indirect impacts in Stages (a) and (b) are each assigned a score, which are then added together and calibrated to the 28-point scale used in Stage 2 (see Table A.1), in order to produce a quantified expression of the overall magnitude of indirect impacts on the individual HLCAs. These are presented as a table for each HLCA along with qualifying statements and background information and summaries of the key characteristics of the HLCAs affected.

#### A.6.4 Historic Landscape Character Area 31 Lowland Coastal Area Around Wig (Fig. 3)

##### Historic background

This area was formerly part of the Penrhyn, Madryn, Gorddinog and Bulkeley estates. The area around Henfaes farm in Aber was part of the manor of Aber, which is thought to derive from the *maerdref* associated with the *llys* at Aber. The whole coastal area was radically altered with the coming of the railway and the main road in the 19<sup>th</sup> century, and bears little evidence of former organisation.

##### Key historic landscape characteristics

19<sup>th</sup> Century Improved Field Systems in a regular rectangular pattern, with associated dispersed farmhouses built by the Penrhyn and Baron Hill estates in their house style. The main arterial road and rail links between north-west Wales and the north of England dominate the landscape, and are largely responsible for its current appearance.

**Impacts:** The functional change to the transport routes within the Character Area is minimal. The development will not alter significantly the historic character of the area. There will be some disruption to routes from farms to and through their associated field systems. Most lanes and roads will be retained so the magnitude of this impact will be slight.

The development form and appearance will be similar to that of the present road and its impact will therefore be very slight along the A55 carriageway. It will be greatest on the improvement of the 'Roman Road' and the access track across the fields between Tan-y-Lon to Wig lane.

Impacts	Category and Score	Magnitude and Score
Disruption of historic landscape patterns	B – 3	Moderate – 3

*Table A.4 Assessment of Indirect, physical impacts on Historic Landscape Character 31 Lowland Coastal Area Around Wig*

Impacts	Category and Score	Magnitude and Score
Development form	B - 3	Moderate - 3
Development appearance	B - 2	Slight - 2
<b>Overall Magnitude of Indirect Impacts</b>	<b>Score: 15</b>	<b>Grading: Considerable</b>

*Table A.5 Assessment of Indirect, visual impacts on Historic Landscape Character Area 31 Lowland Coastal Area Around Wig*

### A.6.5 Historic Landscape Character Area 34 Abergwyngregyn (Fig. 3)

#### Historic background

A village at the seaward end of an enclosed valley associated with one of the medieval princes' *llysoedd* and its manor. Most of the present dwellings are no earlier than the nineteenth century, and were constructed either by the Bulkeley estate or by their successors, the Penrhyn estate. The *mwd* dominates the village, both visually and historically.

#### Key historic landscape characteristics

The Aber valley is a deep and steep sided narrow valley with glacial origins, at the mouth of which the river enters onto a narrow coastal plain. Abergwyngregyn was the crossing point at the junction of the coastal road and another taking the upland route through the valleys, which was the key to its importance. In the late 11<sup>th</sup> century Gruffudd ap Cynan made Aber the *llys* or court of the commote of Arllechwedd Uchaf. The valley was a sheltered place and its position facing Penmon priory across the Lavan sands may also have made it attractive.

**Impacts:** Views of parts of the 19<sup>th</sup> century field system will be slightly affected. From higher viewpoints the line of the new development will not contrast with the straight roads and ditches in the area. The impact is slight on both sides of the road, where the road is straight and runs to the field boundaries.

Impacts	Category and Score	Magnitude and Score
Functional connection between field systems and farms disrupted	B – 3	Slight – 2

**Table A.6 Assessment of Indirect, physical impacts on Historic Landscape Character 34 Abergwyngregyn**

Impacts	Category and Score	Magnitude and Score
Impact to views of the field system	B - 3	Moderate - 3
Impact to historic viewpoint from the village	A - 3	Moderate - 3
<b>Overall Magnitude of Indirect Impacts</b>	<b>Score: 15</b>	<b>Grading: Considerable</b>

**Table A.7 Assessment of Indirect, visual impacts on Historic Landscape Character 34 Abergwyngregyn**

### A.6.6 Historic Landscape Character Area 39 Enclosed Hill Slopes Below Moel Wnion (Fig. 3)

#### Historic background

This area comprises the north-facing coastal steep slopes between low-lying improved coastal flats (HLCA 31) and unenclosed mountain/ uplands (HLCA 36). It extends for several miles either side of Aber. It has a fairly consistent character, with large enclosures reflecting post-medieval re-organisation, but most importantly still retains a whole series of relict prehistoric and medieval archaeology, including hut group and long hut settlements surrounded by a complex of lynchets, field banks and ridge and furrow, towards the top of the area where the ground is less steep. Twentieth century conifer plantations as well as woodland are visually prominent woods and forestry add to the picture.

#### Key historic landscape characteristics

This area contains smaller fields in undulating countryside at the southern edge of the coastal plain before it meets the uplands to the south. The roads and fields show evidence of estate management, primarily by the Baron Hill and Penrhyn estates, and smaller irregularly shaped fields with distinctive estate fences, and the survival of wooden gates. There is also evidence of estate plantations and trees, forming a distinctive estate landscape.

**Impacts:** Views of parts of the estate 19<sup>th</sup> century field system will be affected. From higher viewpoints such as Moel-y-Gest the line of the new development, particularly the new access track will contrast with the historic boundaries in the area. The impact is slight on the view of the A55 carriageway, where the road is straight and runs parallel to the field boundaries.

Impacts	Category and Score	Magnitude and Score
Functional connection between minor road to Crymlyn, field systems and farms disrupted	B – 3	Moderate – 3

**Table A.8 Assessment of Indirect, physical impacts on Historic Landscape Character 39 Enclosed Hill Slopes Below Moel Wnion**

Impacts	Category and Score	Magnitude and Score
Impact to views of the field system due to fragmentation of historic field shapes behind Tai'r Meibion	B - 3	Considerable - 4
Development Form	3	Moderate - 3
Development appearance	3	Considerable - 4
<b>Overall Magnitude of Indirect Impacts</b>	<b>Score: 18</b>	<b>Grading: Considerable</b>

**Table A.9 Assessment of Indirect, visual impacts on Historic Landscape Character Area 39 Enclosed Hill Slopes Below Moel Wnion**

The following table is a summary of the overall magnitude of indirect impact scores and grading. The magnitude is based on the 28 point scale system used in stage 2 and stage 3 (see Table A.1)

<b>Historic Landscape Character Area</b>	<b>Overall Magnitude (Score)</b>
HLCA 31 Lowland Coastal Area Around Wig	Considerable - 15
HLCA 34 Abergwyngregyn	Considerable - 15
HLCA 39 Enclosed Hill Slopes Below Moel Wnion	Considerable - 18
<b>Average Overall Magnitude</b>	<b>Considerable - 16</b>

*Table A.10 ASIDOHL Stage 3: Summary of Overall Magnitude of Indirect Impacts on Historic Character Areas*

## **A.7 ASIDOHL STAGE 4: EVALUATION OF RELATIVE IMPORTANCE**

### **A.7.1 Introduction**

The fourth stage of the ASIDOHL process and report evaluates the relative importance of the HLCAs (or part(s) thereof) directly or indirectly affected by development in relation to:

- (a) if relevant, the whole of the HLCA(s) or;
  - (b) the whole of the Historic Landscape Area (HLA) on the Register,
- followed by in each case;
- (c) an evaluation of the relative importance of the HLCA(s) concerned in the national context.

‘Which evaluation steps have to be done and how much input is required will depend on the scale of the development in relation to the nature and extent of the affected Historic Character Area(s) and the historic landscape area on the Register. For example, if a development directly affects an entire Historic Character Area, then only evaluation steps (b) and (c) need to be done. The complexity of the Historic Character Area(s) in terms of the variety of characteristics and numbers of elements affected will also influence the amount of input required.

In cases where both steps (a) and (b) have to be done, evaluating relative importance is necessary because it may well be that the relative importance of an element within the Historic Character Area differs from its relative importance within the overall historic landscape area on the Register. For example, a particular element could be abundant and fairly representative of the Historic Character Area as a whole, but might be quite rare in relation to the whole of the historic landscape area on the Register. Clearly, if an entire Historic Character Area is directly affected with the complete loss of all its constituent elements, then step (a) would not apply.

It is likely that evaluation scores could be influenced by a number of factors. The relative size and number of Historic Character Areas within the historic landscape area on the Register, and the number of Historic Character Areas affected in relation to the total number of Historic Character Areas within the historic landscape area on the Register, could all have some bearing on the values determined.

With regard to evaluation step (c), ‘national context’ should be taken to refer to the historic landscape areas on the Register, not the whole of Wales. Although all historic landscapes on the Register are of national importance, being either of outstanding or of special historic interest, some component Historic Character Areas may be of even greater significance, because of the range or the quality of elements they contain, the presence of designated elements within them, their relationship with other Historic Character Areas, their status as a key component in the historic landscape area on the Register, or because of a combination of these factors’ (“Guide to Good Practice” p23).

The criteria used to evaluate relative importance are the Secretary of State's Criteria for Scheduling Ancient Monuments (Welsh Office Circular 60/96, *Planning and the Historic Environment*, p.15, Annex 3), although depending on the individual circumstances and the characteristics of the HLCAs concerned, not all criteria will be universally applicable.

The selected criteria are scored on a scale of 1 to 5 (Very Low or Poor to Very High or Very Good) and in many cases, the scores will be the same for stages (a) and (b) where both are required. Scores for stage (c) however, will generally but not always, be graded lower

than stages (a) and (b), because of the greater numbers and the wider ranges of element qualities to be found in the national context.

Scores are summarised as an overall percentage (out of a maximum possible score of all Very High grades) at the end of stages (a) and (b) and also (c) Stage 4 is then completed with a determination of, and a table showing, the average, overall value of all the HLCAs (or part(s) thereof) affected. The scoring system and calculations used can be seen in Appendix III.



### **A.7.2 Relative Importance in relation to (A) The Whole of the HLCA; (B) The Whole of the HLA**

#### **Historic Character Area**

The elements affected are the A55 road and its wider 19<sup>th</sup> century transport links as defined by the earlier turnpike road and Chester to Holyhead railway, along with improved 19<sup>th</sup> century fields with associated estate farms and some earlier field systems on the higher slopes.

#### ***Rarity***

- a) Moderate: There are some elements of the field systems HCA
- b) Moderate: There are other 19<sup>th</sup> century and earlier elements to the field systems in the HLA

#### ***Representativeness***

- a) Low: The affected area contains some of the elements that characterise the HCA
- b) Low: The affected area contains some of the elements that characterise the HLA

#### ***Documentation***

- a) Moderate: There is some relevant material pertaining to the road, rail and field systems
- b) Moderate: There is some relevant material pertaining to the road, rail and field systems

#### ***Group Value***

- a) Low: Contains transport and agricultural elements
- b) Low: Contains transport and agricultural elements

#### ***Survival***

- a) Very good: Most of the field system survives
- b) Very good: More than 90% of the field system survives

#### ***Condition***

- a) Fair: The 19<sup>th</sup> century and earlier 20<sup>th</sup> century road system has been much upgraded and turned into a trunk road
- b) Fair: The 19<sup>th</sup> century and earlier 20<sup>th</sup> century road system has been much upgraded and turned into a trunk road

#### ***Coherence***

- a) Very high: The road, rail and field systems retain their original function
- b) Very high: The road, rail and field systems retain their original function

#### ***Integrity***

- a) Low: The road system retains little of its original character, its modern appearance is significantly different to the turnpike and previous roads

b) Low: The road system retains little of its original character, its modern appearance is significantly different to the turnpike

### **Potential**

a) Low: The road has been well recorded and there is little scope for further landscape analysis

b) Low: The road has been well recorded and there is little scope for further landscape analysis

### **Amenity**

a) Low: Modern trunk road

b) Low: Modern trunk road

### **Associations**

a) Moderate: The 19<sup>th</sup> century transport links are a secondary result of the need to provide an alternative route to the A5 to the port of Holyhead and connections to Ireland

b) Moderate: The 19<sup>th</sup> century transport links are a secondary result of the need to provide an alternative route to the A5 to the port of Holyhead and connections to Ireland

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	(a) Whole of historic landscape character area					(b) Whole of historic landscape area on the Register				
Rarity			x					x		
Representativeness				x					x	
Documentation			x					x		
Group Value				x					x	
Survival	x					x				
Condition				x					x	
Coherence	x					x				
Integrity				x					x	
Potential				x					x	
Amenity				x					x	
Associations			x					x		

**Table A.11 Evaluation of the relative importance of the part of Historic Character Area Directly and/ or Indirectly affected by Development**

**Score for Stage (a) 31/55 = 56.36%**

**Score for Stage (b) 31/55 = 56.36%**

### **Historic Landscape Character Area 31 Lowland Coastal Area Around Wig**

Part of the improved coastal strip and its constituent parts (fields, drains, roads, railways, etc). The road and field systems are the affected parts.

#### ***Rarity***

a) Moderate: The improved coastal strip is one of the major defining historic landscape features and is unique. Only a small part of the overall landscape feature will be affected, somewhat downgrading the rarity score

b) Moderate: The improved land is one of the major defining historic landscape features. Only a small part of the overall landscape feature will be affected, somewhat downgrading the rarity score

#### ***Representativeness***

a) Low: The affected area contains some of the elements that characterise the HCA

b) Low: The affected area contains some of the elements that characterise the HLA

#### ***Documentation***

a) High: Plans maps and documents demonstrate the landscape development in some detail since the late 18<sup>th</sup> century

b) High: Plans maps and documents demonstrate the landscape development in some detail since the late 18<sup>th</sup> century

#### ***Group Value***

a) High: Contains fields, drains, roads, and railway.

b) High: Contains fields, drains, roads, and railway

#### ***Survival***

a) Good: Roughly 75% of landscape elements surviving

b) Good: Roughly 75% of landscape elements surviving

#### ***Condition***

a) Good: Most elements surviving in good condition

b) Good: Most elements surviving in good condition

#### ***Coherence***

a) High: Most elements present although the original function

b) High: Most elements present although the original function

#### ***Integrity***

a) High: Most elements retaining much of their original character, visible and fairly easily understood

b) High: Most elements retaining much of their original character, visible and fairly easily understood

### **Potential**

- a) Moderate: Some scope for further landscape analysis
- b) Moderate: Some scope for further landscape analysis

### **Amenity**

- a) High: Popular and easily understood landscape
- b) High: Popular and easily understood landscape

### **Associations**

- a) High: The area forms a coherent and easy to understand relationship between agricultural improvement, estate development and transport links
- b) High: The area forms a coherent and easy to understand relationship between agricultural improvement, estate development and transport links

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	(a) Whole of historic landscape character area					(b) Whole of historic landscape area on the Register				
Rarity			x					x		
Representativeness				x					x	
Documentation		x					x			
Group Value		x					x			
Survival		x					x			
Condition		x					x			
Coherence		x					x			
Integrity		x					x			
Potential			x					x		
Amenity		x					x			
Associations		x					x			

**Table A.12 Evaluation of the relative importance of the part of HLCA 31 Lowland Coastal Area Around Wig Directly and/ or Indirectly affected by Development**

**Score for Stage (a) 40/55 = 72.72%**

**Score for Stage (b) 40/55 = 72.72%**

### **Historic Landscape Character Area 34 Abergwyngregyn**

The affected elements are the view from the western edge of the character area to the A55

#### ***Rarity***

- a) Very High: The motte and the open area around it, which is of immense archaeological importance, and in general of the character of an estate village
- b) Very High: The motte and the open area around it, which is of immense archaeological importance, and in general of the character of an estate village

#### ***Representativeness***

- a) High: The affected area contains most of the elements that characterise the HCA
- b) High: The affected area contains some of the elements that characterise the HLA

#### ***Documentation***

- a) High: There is a considerable amount of documentation relating to the area
- b) High: There is a considerable amount of documentation relating to the area

#### ***Group Value***

- a) High: The distinctive form of cottage architecture, vernacular in inspiration but showing the influence of the polite, is apparent here, dating from when the village was in the ownership first of the Bulkeley and then of the Penrhyn estates
- b) High: The distinctive form of cottage architecture, vernacular in inspiration but showing the influence of the polite, is apparent here, dating from when the village was in the ownership first of the Bulkeley and then of the Penrhyn estates

#### ***Survival***

- a) Good: Many original elements survive
- b) Good: Many original elements survive

#### ***Condition***

- a) Moderate: Most of the original elements in moderate condition
- b) Moderate: Most of the original elements in moderate condition

#### ***Coherence***

- a) High: The area has a coherent character
- b) High: The area has a coherent character

#### ***Integrity***

- a) High: Most elements retaining much of their original character, visible and fairly easily understood
- b) High: Most elements retaining much of their original character, visible and fairly easily understood

**Potential**

- a) High: Significant scope for further landscape analysis
- b) High: Significant scope for further landscape analysis

**Amenity**

- a) High: Popular and easily understood landscape
- b) High: Popular and easily understood landscape

**Associations**

- a) Very High: Associated with a *llys* of the early princes of Gwynedd
- b) Very High: Associated with a *llys* of the early princes of Gwynedd

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	(a) Whole of historic landscape character area- Not Applicable					(b) Whole of historic landscape area on the Register				
Rarity	x					x				
Representativeness		x					x			
Documentation		x					x			
Group Value		x					x			
Survival		x					x			
Condition			x					x		
Coherence		x					x			
Integrity		x					x			
Potential		x					x			
Amenity		x					x			
Associations	x					x				

**Table A.13 Evaluation of the relative importance of the part of HLCA 34 Abergwyngregyn Directly and/ or Indirectly affected by Development**

**Score for Stage (a) 45/55 = 81.81%**

**Score for Stage (b) 45/55 = 81.81%**

### **Historic Landscape Character Area 39 Enclosed Slopes Below Moel Wnion**

The affected element here is the indirect visual impact upon the enclosed field system and early track way. There is no direct effect on this character area.

#### ***Rarity***

a) Moderate: The field system is a major element of the key Historic landscape characteristic and is unique. Only a small proportion of its components will, however, be indirectly affected

b) Low: The field system is an important landscape characteristic. Only a small proportion of its components will, however, be indirectly affected

#### ***Representativeness***

a) Low: The affected area contains some of the elements that characterise the HCA

b) Low: The affected area contains some of the elements that characterise the HLA

#### ***Documentation***

a) Moderate: There is some relevant material pertaining to the field system

b) Moderate: There is some relevant material pertaining to the field system

#### ***Group Value***

a) Low: Contains farms field systems and roads

b) Low: Contains farms field systems and roads

#### ***Survival***

a) Very Good: Fields mostly retain their original layout

b) Very Good: Fields mostly retain their original layout

#### ***Condition***

a) Good: Most elements surviving in good condition

b) Good: Most elements surviving in good condition

#### ***Coherence***

a) Very High: Landscape retains its original function

b) Very High: Landscape retains its original function

#### ***Integrity***

a) High: Agricultural landscape retains much of its original character

b) High: Agricultural landscape retains much of its original character

#### ***Potential***

a) Moderate: Some scope for further study and landscape analysis

b) Moderate: Some scope for further study and landscape analysis

### ***Amenity***

a) Low: Little scope for development of farmland as an amenity

b) Low: Little scope for development of farmland as an amenity

### ***Associations***

a) Moderate: Farms improved by major local estates.

b) Moderate: Farms improved by major local estates

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	(a) Whole of historic landscape character area					(b) Whole of historic landscape area on the Register				
Rarity			x					x		
Representativeness				x					x	
Documentation			x					x		
Group Value				x					x	
Survival	x					x				
Condition		x					x			
Coherence	x					x				
Integrity		x					x			
Potential			x					x		
Amenity				x					x	
Associations			x					x		

***Table A.14 Evaluation of the relative importance of the part of HLCA 39 Enclosed Slopes Below Moel Wnion Directly and/ or Indirectly affected by Development***

**Score for Stage (a) 36/55 = 65.45%**

**Score for Stage (b) 36/55 = 65.45 %**

The affected element is the field system. This survives in good condition and retains its original function.



### **A.7.3 Relative Importance in the National Context**

The results are summarised in tables at the end of this section

#### **Historic Landscape Character Area 31 Lowland Coastal Area Around Wig**

##### ***Rarity***

High: The HCA contains two landscapes of Outstanding Historic Interest (Cadw 1998)

##### ***Representativeness***

Medium: The HCA contains some of the elements that characterise the wider landscape

##### ***Documentation***

Moderate: There is some relevant material pertaining to the agricultural and transport remains.

##### ***Group Value***

Medium: The HCA contains rail and road routes along with agricultural land

##### ***Survival***

Moderate: about 80% of elements survive

##### ***Condition***

Good: Elements survive in above average condition

##### ***Coherence***

Moderate: Historic themes present

##### ***Integrity***

Moderate: Mines and transport links retain some of their original character but are not easily understood

##### ***Potential***

Moderate: The landscape has been reasonably well recorded, although there is potential for future work

##### ***Amenity***

Low: One of the historic transport links, the railway, is still in use, others are visible but inaccessible

##### ***Associations***

Moderate: The 19<sup>th</sup> century transport links are a secondary result of the need to provide an access route to the port of Holyhead.

### **Historic Landscape Character Area 34 Abergwyngregyn**

#### ***Rarity***

Very High: The historic settlement is one of the major defining historic landscape features within the wider landscape and is unique

#### ***Representativeness***

Moderate: The HCA contains many of the elements that define the wider landscape

#### ***Documentation***

High: Plans maps and documents demonstrate the landscape development in some detail since the late 18<sup>th</sup> century.

#### ***Group Value***

Very High: Contains settlement, fields, drains, roads and railway

#### ***Survival***

Good: Roughly 75% of landscape elements surviving

#### ***Condition***

Good: Most elements surviving in good condition

#### ***Coherence***

High: Most elements present although the original function of some has now ceased

#### ***Integrity***

High: Most elements retaining much of their original character, visible and fairly easily understood

#### ***Potential***

High: Considerable scope for further landscape analysis, particularly in relation early settlement history

#### ***Amenity***

High: Popular and easily understood landscape

#### ***Associations***

Very High: Associated with a *llys* of the early princes of Gwynedd

### **Historic Landscape Character Area 39 Enclosed Hill Slopes Below Moel Wnion**

#### ***Rarity***

High: Forms part of North Arllechwedd landscape of outstanding Historic Interest

#### ***Representativeness***

Low: The affected area contains some of the elements that characterise the wider landscape

#### ***Documentation***

Moderate: There is some relevant material pertaining to the area

#### ***Group Value***

High Contains early and estate enclosed landscapes

#### ***Survival***

Good: Field boundaries and landscape survive in good condition

#### ***Condition***

Good: Most of the original elements in good condition

#### ***Coherence***

Good: The landscape forms a coherent entity

#### ***Integrity***

High: Landscape elements readily visible and reasonably well understood

#### ***Potential***

Moderate: The quarry retains some scope for further study and landscape analysis

#### ***Amenity***

Moderate: Limited scope for development of predominantly agricultural land

#### ***Associations***

None: No known associations

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	HLCA 31 Lowland Coastal Area Around Wig					HLCA 34 Abergwyngregyn				
Rarity	x					x				
Representativeness			x						x	
Documentation		x					x			
Group Value	x					x				
Survival		x					x			
Condition		x					x			
Coherence		x					x			
Integrity		x						x		
Potential		x						x		
Amenity		x					x			
Associations	x					x				

**Table A.15 Evaluation of the relative importance in the national context of HLCA 31 & 34 Directly and/ or Indirectly affected by Development**

**Score for Stage HLCA 31 Lowland Coastal Area Around Wig: 46/55 = 83.63%: Very High**

**Score for Stage HLCA 34 Abergwyngregyn: 43/55 = 78.18%: High**

VALUE:	V high/ good	High/ good	Mod/ med	Low	Poor/ none
in relation to: CRITERION	HLCA 39 Enclosed Hill Slopes Below Moel Wnion				
Rarity		x			
Representativeness				x	
Documentation			x		
Group Value		x			
Survival		x			
Condition		x			
Coherence		x			
Integrity			x		
Potential			x		
Amenity			x		
Associations					x

**Table A.16 Evaluation of the relative importance in the national context of HLCA 39 Directly and/ or Indirectly affected by Development**

**Score for Stage HLCA 39 Enclosed Hill Slopes Below Moel Wnion: 35/55 = 63.63%:  
High**

<b>Historic Landscape Character Area</b>	<b>Grading (average of (a)+(b)+(c))</b>
HLCA 31 Lowland Coastal Area Around Wig	84 – Very High (range 80-100)
HLCA 34 Abergwyngregyn	78 - High (range 60-79)
HLCA 39 Enclosed Hill Slopes Below Moel Wnion	64 - High (range 60-79)
<b>GRADE OF OVERALL VALUE</b>	<b>75 - High (range 60-79)</b>

*Table A.17 ASIDOHL Stage 4: Grade of overall value of relative importance of the HLCAs (or parts thereof) affected by development*

## **A.8 ASIDOHL STAGE 5: ASSESSMENT OF OVERALL SIGNIFICANCE OF IMPACT OF DEVELOPMENT**

### **A.8.1 Introduction**

The final stage of the ASIDOHL process combines the results of Stages 2 – 4 in order to determine the overall significance of the impact of development on the HLA. This is determined by setting out and scoring the value of the HLCAs affected in relation to the effect caused by development, and the consequent change in the value of the HLA on the Register. This is presented in Table A.19 which is based on the framework, grades and scores set out in Table 13 of the Guide to Good Practice. The overall significance of impact for each HLCA is determined by adding together the scores in columns (a), (b), and (c) and grading them using the overall significance of impact table set out in Table 14 of the Guide to Good Practice, and reproduced here in Table A.18. The scoring system and calculations used can be seen in Appendix IV.

<b>Score</b>	<b>Grade</b>
26-30	Very Severe
21-25	Severe
16-20	Fairly Severe
10-15	Moderate
4-9	Slight
0-3	Very Slight

***Table A.18 Overall Significance of Impact***

<b>HISTORIC LANDSCAPE CHARACTER AREA</b>	<b>(a) VALUE OF HLCA based on Stage 4</b>	<b>(b) IMPACT OF DEVELOPMENT ON HLCA based on Stages 2-3</b>	<b>(c) IMPACT ON HISTORIC LANDSCAPE</b>	<b>OVERALL SIGNIFICANCE OF IMPACT (a)+(b)+ c)</b>
<b>HLCA 31</b> Lowland Coastal Area Around Wig	<b>9</b> <b>Very High</b>	<b>4</b> <b>Medium</b> Disruption to historic landscape patterns in the area of Tai'r Meibion	<b>1</b> <b>Very Low</b>	<b>14</b> <b>Moderate</b> Slight disruption to historic transport routes. There will be a direct impact on the field system with the new trackway from Tai'r Meibion to Wig Overall impact on HLA moderate.
<b>HLCA 34</b> Abergwyngregyn	<b>8</b> <b>High</b>	<b>2</b> <b>Low</b> Little or no impact on surviving archaeology	<b>1</b> <b>Very Low</b>	<b>11</b> <b>Moderate</b> Slight intrusive fragmentation of field patterns result in an impact on one of the major defining features of the landscape. There is therefore a slight reduction in the overall value of the HLA
<b>HLCA 39</b> Enclosed Hill Slopes Below Moel Wnion	<b>7</b> <b>High</b>	<b>2</b> <b>Low</b> Little or no impact on surviving archaeology, slight change to setting	<b>1</b> <b>Low</b>	<b>10</b> <b>Moderate</b> Impact on key elements are minimal resulting in little change to the HLA
<b>GRADE OVERALL VALUE</b>	<b>OF 12</b> <b>Moderate</b> The impact on the area around the trackway running from Tai'r Meibion to Wig is the dominant feature of the proposed scheme both in terms of area affected and its importance as an element of the landscape. This will result in a very minor reduction in the value of the HLA. Other impacts are indirect and cumulatively result in a slight reduction in the value of the HLA			

*Table A.19 ASIDOHL Stage 5: Summary of the overall significance of impact of the proposed development on the Dyffryn Ogwen (HLW (Gw) 10) and North Arllechwedd (HLW (Gw) 12) landscapes of outstanding historic interest (Based on Guide to Good Practice, Table 13, p.29)*

The overall significance of impact has been graded as **Moderate**. It should be noted that the result of a series of impacts is usually as a cumulative as opposed to a diluting effect. The overall significance of impact therefore cannot be seen as an average score of the impacts on the individual HLAs.

### **Possible mitigation**

The proposed development runs alongside the existing A55 road and is embanked in places and this lessens its impact on the landscape in this area. The impact can be somewhat reduced by sensitive planting using species already in existence in the surrounding landscape. Low impact lighting and signage should also be used wherever possible.



### A.8.2 Concluding Statement

An assessment of the significance of the impact of development on the Dyffryn Ogwen and North Arllechwedd Landscape Areas of Outstanding Historic Interest (HLW (Gw) 10 and 12 respectively) has been carried out.

The improvement route passes through two landscapes of Outstanding Interest in Wales (Cadw 1998), the northern part of number 28 the Ogwen Valley, and the southwestern part of number 30 North Arllechwedd. These stress the importance of the area around the A55 as a fertile coastal strip and as a starting point for crossing the Lavan sands for the Beaumaris ferry (Cadw 1998, 115).

The topography of the area consists of three distinct zones, the coastal plain, the uplands to the south and the Aber valley. The Aber valley is a deep and steep sided narrow valley with glacial origins, as shown by the truncated stream valleys that enter it, with waterfalls. The river has also worn down into the valley creating a small gorge through the glacial debris on the valley floor. At the mouth of the valley, close to the Aber Falls hotel at 25m OD, the river enters onto a narrow coastal plain. This is gently sloping, formed of the outwash delta of glacial materials from the mountains around. At its north edge it consists of fine sediments only a few metres above maximum high tide and is eroding into the sea.

The land use within the A55 corridor is predominantly pastoral and the fields consist almost entirely of improved pasture within a fertile coastal strip. The proposed access route from Tan-yr-Allt to Wig, passing under the A55, crosses some smaller fields at the interface between the coastal strip and the uplands to the south.

The assessment area and that surrounding it is rich in archaeological remains from the prehistoric through to the post-medieval period. The majority of the sites are located around the village of Abergwyngregyn. The whole area under assessment is likely to be the site of early settlement, with a particular emphasis on cooking activity close to the water courses. This usually takes the form of mounds of fire cracked rocks. The presence of the Roman road between Caernarfon and Caerhun is of great significance and means that there is significant potential for finding Roman remains. There is significant evidence for medieval settlement at Abergwyngregyn and Y Wig, within the study area.

The principal 19<sup>th</sup> century landowners in the study area were the Bulkeley and Pennant families, the former having gained control of the manor in 1689, who at some time between 1848 and 1896 reorganised the coastal strip into a landscape of rectilinear fields. This resulted in the loss of many of the small roads and buildings shown on earlier maps. This field pattern has survived with only limited alteration until the present day, the older pattern surviving in discrete areas to the south. The Bulkeley family remained the main proprietors of the manor until 1863 when they sold off their Caernarfonshire lands and Abergwyngregyn holdings to the Penrhyn estate in whose holding it remained until into the 20<sup>th</sup> century.

The assessment defines the level of impact as **moderate** on both the Dyffryn Ogwen and North Arllechwedd Landscape Areas of Outstanding Historic Interest (HLW (Gw) 10 and 12 respectively). This means that there is a developmental impact on key elements of both of the landscape areas with a result that there is some reduction in their overall value.

## A.9 BIBLIOGRAPHY

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Gwynedd Sites and Monuments Record

## **APPENDIX I: Assessment of Direct, Physical Impacts of Development (Stage 2): Scoring System and Calculations**

**Absolute Impact (Loss of Area):** Percentage of area to be directly affected by the development. Grading shown in Table 1.

**Relative Impact (Loss of Element/ Feature/ Area):** Percentage of element/ feature/ area which will be lost or removed by the development. Grading shown in Table 1.

Percentage or Area	Grade	Sensitivity Score
75-100%	Very Severe	6
50-74%	Severe	5
30-49%	Considerable	4
15-29%	Moderate	3
5-14%	Slight	2
0-4%	Very Slight	1

**Table 1: Grades of Direct Physical Impacts**

**Site Status:** The importance or status of each element/ feature/ area affected is divided up into five categories. See Table 2.

Category	Description	Sensitivity Score
A	Sites and Monuments of National Importance	4
B	Sites and Monuments of Regional Importance	3
C	Sites/ Features of Local Importance	2
D	Minor and Damaged Sites/ Features	1
U	Sites/ Features Needing Further Investigation	1

**Table 2: Site Category**

**Landscape Value:** The extrinsic importance of elements or characteristics within the landscape. This reflects the contribution an individual element or characteristic makes to the overall value of the area. Grading shown in Table 3.

Impact/ Grade	Sensitivity Score
Very High	6
High	5
Considerable	4
Medium	3
Low	2
Very Low	1

***Table 3: Landscape Value Grading***

**Landscape Value Effect:** The effect the development will have on the extrinsic importance of the element or characteristic as a whole. Grading shown in Table 4.

Impact/ Grade	Sensitivity Score
Lost	6
Substantially Reduced	5
Considerably Reduced	4
Moderately Reduced	3
Slightly Reduced	2
Very Slightly Reduced	1

***Table 4: Landscape Value Effect Grading***

**Overall Magnitude of Direct Physical Impacts:** To calculate the overall magnitude the scores for each element are added up to produce a combined total: (Status [Category] + Magnitude + Landscape Value + Landscape Value Effect = Total X). This total is then divided by the number of elements identified, in order to obtain an average figure. This average figure is then added to the score for the Absolute Impact, and rounded off to the nearest whole number.

On a 28 point scale, which is the maximum possible, this figure provides a measure of the overall magnitude of direct physical impact. Grading shown in Table 5.

Score	Grading
24-28	Very Severe
19-23	Severe
14-18	Considerable
9-13	Moderate
4-8	Slight
0-3	Very Slight

***Table 5: Grading for Overall Magnitude of Direct Physical Impacts***

## **APPENDIX II: Assessment of Indirect Impacts of Development (Stage 3): Scoring System and Calculations**

### **Indirect, Physical Impacts:**

The principal types of indirect physical impacts include, but are not confined to:

- (i) An increased risk of exposure, erosion, disturbance, decay, dereliction or any other detrimental physical change to elements, during or consequent to development.
- (ii) Related to (i), the likelihood of increased management needs to maintain elements as, for example, through altered habitats, water levels, increased erosion, new access provision etc., during or consequent to development.
- (iii) The severance, fragmentation, dislocation or alteration of the functional connections between related elements, for example, a field system becomes 'severed' from its parent farmstead by intervening development.
- (iv) The frustration or cessation of historic land use practices, for example, it becomes more difficult or impossible to manage an area in a traditional manner as a result of development.
- (v) The frustration of access leading to decreased opportunities for education, understanding or enjoyment of the amenity of elements, during or consequent to development

For each category of indirect, physical impact identified, an assessment of its severity (impact magnitude), based on professional judgement, should be made. This should be graded as shown in Table 1. The element sensitivity (its intrinsic importance or status) for each category should also be scored and categorised, using the grades and scores shown in Table 2.

<b>Grade</b>	<b>Sensitivity Score</b>
Very Severe	6
Severe	5
Considerable	4
Moderate	3
Slight	2
Very Slight	1

***Table 1: Grades of Impact Magnitudes***

Category	Description	Sensitivity Score
A	Sites and Monuments of National Importance	4
B	Sites and Monuments of Regional Importance	3
C	Sites/ Features of Local Importance	2
D	Minor and Damaged Sites/ Features	1
U	Sites/ Features Needing Further Investigation	1

**Table 2: Site Category**

The scores for each element are added together to produce a total per element (impact magnitude + status), and these totals are added together to produce a combined total. This figure is then divided by the number of elements identified, in order to obtain an average figure. This figure is used along with the indirect non-physical impact average to obtain the overall magnitude of indirect impacts (see below).

### **Indirect (non-physical) Impacts**

These can occur to elements as a result of one or a combination including, but are not confined to, the following:

- (i) Visual impacts on elements from which a development can be seen (considered up to its maximum height). The impact might be on 'views to' or 'views from' these elements, and it should be assessed with reference to key historic viewpoints and essential settings. These should be considered in relation to a site's original character and function, as well as to vantage points and visual experience of a visitor today.
- (ii) Impact on the visual connections between related elements, by occlusion, obstruction etc., for example, an essential line of sight between historically linked defensive sites will become blocked or impaired by an intervening development.
- (iii) Conversely, the creation of inappropriate visual connections between elements not intended to be inter-visible originally, by the removal of intervening structures, barriers, shelters, screening or ground.
- (iv) the visual impact of the development itself in relation to the existing character of the HLCA considering:
  - its form – the scale, number, density, massing distribution etc. of its constituent features;
  - its appearance – the size, shape, colour fabric etc., of its constituent features.

Assessment should be generally confined to the key elements identified during characterisation within the affected area(s). For example, Category A and B sites; and closely linked, or groups of, Category C sites, and these categories should be graded as shown in Table 2.

The element sensitivity (its intrinsic importance or status) for each category should also be scored and categorised, based on professional judgement, and using the grades and scores shown in Table 1. Development form and appearance should be similarly graded in relation to the average value of the element sensitivity.

The scores for each element, as well as the development form and appearance, are added together to produce a total (category + impact magnitude), and these totals are added together to produce a combined total. This figure is then divided by the number of elements identified, including the development form and appearance, in order to obtain an average figure.

This figure is then added to the score for the indirect, physical impacts (see above). This figure will be on a scale of 1-20, which is made up of the 10 maximum possible average scores for indirect, physical impacts, and the 10 maximum possible average scores for indirect, visual impacts. To create a 28-point scale (as is used for scaling the direct, physical impacts (Appendix II)), the average score is multiplied by 28 and then divided by 20, with the number rounded off to the nearest whole number.

This score provides a measure of the overall magnitude of indirect (physical and visual) impacts, which is then graded according to Table 3.

Score	Grading
24-28	Very Severe
19-23	Severe
14-18	Considerable
9-13	Moderate
4-8	Slight
0-3	Very Slight

***Table 3: Grading for Overall Magnitude of Indirect Impacts***



### APPENDIX III: Evaluation of Relative Importance (Stage 4): Scoring System and Calculations

Evaluation of the relative importance of the Historic Character Area(s) (or part(s) thereof) directly and/ or indirectly affected by development in relation to:

- (a) the whole of the Historic Character Area(s) concerned, and/ or
  - (b) the whole of the historic landscape area on the Register;
- followed by,
- (c) an evaluation of the relative importance of the Historic Character Area(s) concerned in the national context.

The following is a list of criteria that may be applied in evaluations steps (a)-(c) (see above), although depending on individual circumstances, not all criteria will be universally applicable.

**Rarity:** In terms of period or date, and as a component of the landscape. This should be assessed in relation to what survives today, since elements of a once common type of landscape may now be rare.

Grading	Description
Very High	Sole survivor of its type in the landscape
High	Only two or three similar historic elements in the landscape
Moderate	Fewer than five broadly similar elements in the landscape
Low	More than five broadly similar elements in the landscape
None	Commonplace throughout the landscape

*Table 1: Grading of Rarity*

**Representativeness:** Should be considered in that an example of a landscape that is common can still be of national importance if, in light of other criteria, it contains a particularly representative range of elements.

Grading	Description
Very High	Contains all the elements that characterise the landscape
High	Contains most of the elements that characterise the landscape
Moderate	Contains about half of the elements that characterise the landscape
Low	Contains some of the elements that characterise the landscape
None	Sole example of the element and, therefore, not representative

*Table 2: Grading of Representativeness*

**Documentation:** The survival of documentation that increases our understanding of a landscape will raise its importance, though this is difficult to quantify owing to the extremely varied nature of documentary material. Therefore, a professional judgement is given based on the actual amount or importance of material and its academic value.

Grading	Description
Very High	Complete documentary record, or exceptionally important sources available
High	A considerable quantity of relevant material, or highly important sources available
Moderate	Some relevant material, or moderately important sources available
Low	Little relevant material, or only modestly important sources available
None	No relevant material available

**Table 3: Grading of Documentation**

**Group Values:** Relates to the diversity (or similarity) of elements including their structural and functional coherence. To some extent, the group value of individual elements will have been taken into account in Stage 2. At Stage 4, the group value relationship is usually wider and more likely to be between whole groups of related elements. Clearly, there will be instances within Historic Character Areas in which elements or groups are linked to others not directly affected by development, or situated in adjoining Historic Character Areas. *Group Value* is also likely to be more applicable to areas identified under the Register's first and second selection criteria, namely, *Intensively developed or extensively remodelled* or *Period* landscapes.

Grading	Description
Very High	Contains six or more linked elements or groups
High	Contains four or five linked elements or groups
Medium	Contains three or four linked elements or groups
Low	Contains two or three linked elements or groups
None	A single or any number of unlinked elements or groups

**Table 4: Grading of Group Values**

**Survival:** Relates to the degree of survival of elements in the landscape. In instances where the original extent or numbers are known, it may be possible to measure this quantitatively.

Grading	Description
Very Good	More than 80% of elements surviving
Good	Between 60% and 79% of elements surviving
Moderate	Between 40% and 59% of elements surviving
Fair	Between 20% and 39% of elements surviving
Poor	Under 20% of elements surviving

**Table 5: Grading of Survival**

**Condition:** Relates to the condition of elements in the landscape.

Grading	Description
Very Good	Elements surviving in very good condition for their class
Good	Elements surviving in good or above average condition for their class
Moderate	Elements surviving in moderate or average condition for their class
Fair	Elements surviving in fair or below average condition for their class
Poor	Elements surviving in poor condition for their class

**Table 6: Grading of Condition**

**Coherence:** Relates to how well the historic meaning and significance of the landscape is articulated by the historic themes, that is the historical processes and patterns that have created the individual elements within it. It may well be that historical processes and patterns have been maintained, or continue, so that the landscape retains much of its original function, thus enhancing its coherence. Clearly discernible or dominant themes can increase the coherence and importance of a landscape.

Grading	Description
Very High	Dominant historic theme(s) present – landscape retaining its original function
High	Dominant historic theme(s) present – landscape of high articulation, but original function has ceased
Moderate	Historic theme(s) present – landscape of moderate articulation
Low	Historic theme(s) present, but weak – landscape of low articulation
Very Low	Historic theme(s) suppressed by later changes

**Table 7: Grading of Coherence**

**Integrity:** The importance of a landscape may be enhanced by its integrity that relates to the survival of its original character or form. The resulting visibility and legibility of the landscape's component elements will enhance its amenity value. Greater visibility and legibility generally increase the potential for historic landscape to be easily understood by the non-specialist.

Grading	Description
Very High	Elements retaining their original character, highly visible and easily understood
High	Elements retaining much of their original character, visible and fairly easily understood
Moderate	Elements retaining some of their original character, visible but not easily understood
Low	Elements not readily visible and difficult to understand
Very Low	Elements hardly visible and very difficult to understand

**Table 8: Grading of Integrity**

**Potential:** Relates to the potential within the landscape for future historic landscape study and analysis.

Grading	Description
Very High	Wide-ranging scope for future historic landscape study and analysis
High	Considerable scope for future historic landscape study and analysis
Moderate	Some scope for future historic landscape study and analysis
Low	Little scope for future historic landscape study and analysis
Very Low	Very little scope for future historic landscape study and analysis

**Table 9: Grading of Potential**

**Amenity:** Relates to the potential value of elements to be developed as a public educational and recreational amenity.

Grading	Description
Very High	Wide-ranging scope for elements to be developed as a public educational and recreational amenity
High	Considerable scope for elements to be developed as a public educational and recreational amenity
Moderate	Some scope for elements to be developed as a public educational and recreational amenity
Low	Little scope for elements to be developed as a public educational and recreational amenity
None	Very little scope for elements to be developed as a public educational and recreational amenity

**Table 10: Grading of Amenity**

**Associations:** A landscape or an area or element within it might have important historic associations with, for example, particular institutions, cultural figures, movements, or events, etc. Often, however, there are no physical remains, or it may be difficult to tie an association to a particular place, feature, or element, with only documentary or oral sources available. Owing to the complex nature of associations, therefore, they are impossible to quantify, so an assessment is made based upon professional judgement.

Grading	Description
Very High	A highly significant, authentic and nationally well-known association(s)
High	A significant, authentic and regionally well-known association(s)
Moderate	An authentic, but less significant, perhaps locally well-known association(s)
Low	Unauthenticated or a little known association(s)
None	No known association(s)

**Table 11: Grading of Associations**

The criteria values in steps (a), (b), and (c), are scored as shown in Table 12.

Criterion Value	Score
Very High / Good	5
High / Good	4
Moderate / Medium	3
Low	2
Very Low / Poor	1

**Table 12: Evaluation Scores**

The relative importance at steps (a), (b), and (c), of the Historic Character Area(s) is calculated by the adding together of the evaluation scores. This will give a total out of a maximum of 55 if eleven criteria were applied; 50 if ten criteria were applied; 45 if nine criteria, and so on.

The average, overall value of all the Historic Character Areas (or part(s) thereof) affected is determined by combining the scores of steps (a), (b), and (c) together (or just (b) and (c) if (a) has not been applied). However, because of the disparity between score ranges that can result from different numbers of criteria being applied, the scores have to be converted to a scale of 1-100. This is done by dividing the relative importance score by the maximum score and then multiplying by 100. This is done for each step and area, and the scores are then added together and divided by the number of steps and areas, with the number rounded off to the nearest whole number. This average, overall value, or combined evaluation figure for Stage 4 would be graded as shown in Table 13.

Overall Value	Grade
80-100	Very High
60-79	High
40-59	Considerable
20-39	Moderate
5-19	Low
0-4	Very Low

**Table 13: Grades of Overall Value**

## **APPENDIX IV: Assessment of Overall Significance of Impact: Scoring System and Calculations**

The overall significance of impact is determined by separately setting out and scoring the value of each of the Historic Character Areas affected in relation to the effect caused by the development and the consequent reduction in value of the historic landscape area on the register, using the model shown in Table 1.

The score for the overall significance of impact of development on the historic landscape area, as calculated for each Historic Character Area using the model shown in Table 1, is graded as shown in Table 2.

<b>Score</b>	<b>Grade</b>
26-30	Very Severe
21-25	Severe
16-20	Fairly Severe
10-15	Moderate
4-9	Slight
0-3	Very Slight

***Table 2: Grades of Overall Significance of Impact***

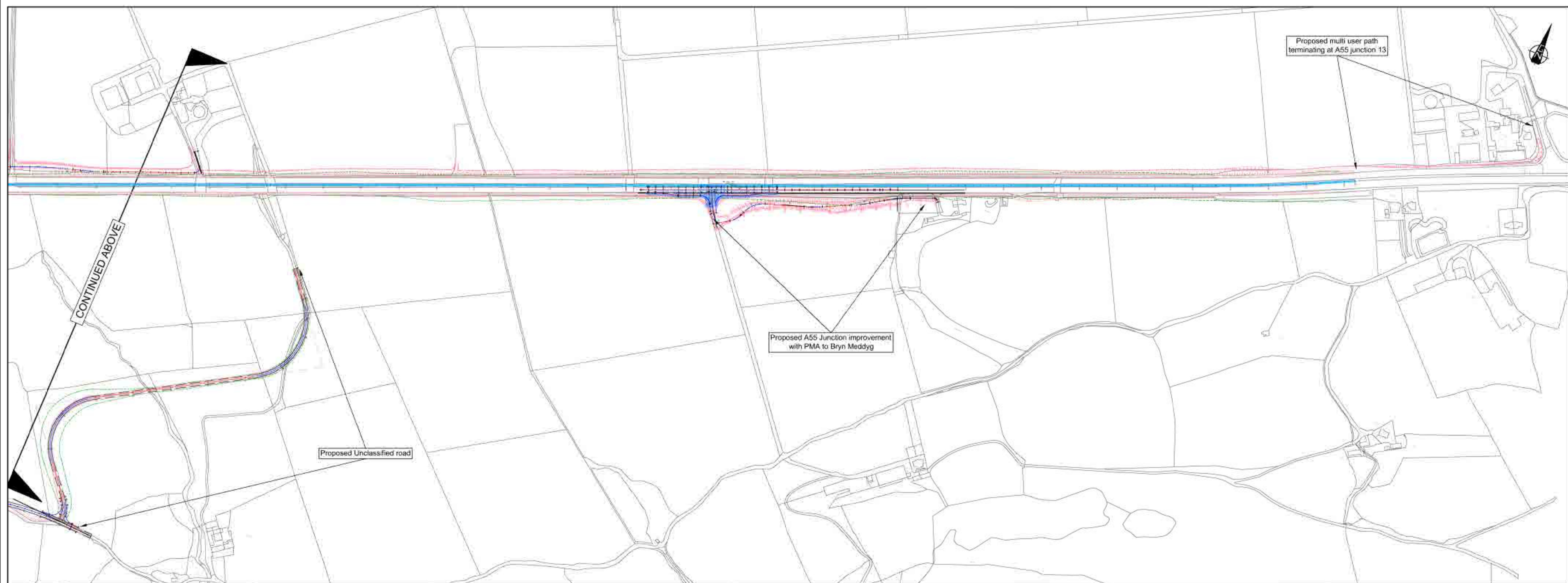
<b>Value of Historic Character Area (Based on Stage 4 Results)</b>	<b>Impact of Development (Based on Stages 2 and 3 Results)</b>	<b>Reduction of Value of the Historic Landscape Area on Register</b>
<b>Very High</b>  Key elements of very high intrinsic importance and/ or condition and/ or group value, and/ or not found elsewhere in this or other historic landscape areas on the Register.  <b>Score: 9 or 10</b>	<b>Very High</b>  Critical land loss and consequent fragmentation and/ or visual intrusion causing key elements to be removed or so changed that detailed descriptions no longer apply, and/ or amenity value is totally lost.  <b>Score: 9 or 10</b>	<b>Very High</b>  Development impact on key elements is such that the overall value of the historic landscape on the Register is diminished to the point that its future inclusion on the Register may need to be reviewed.  <b>Score: 9 or 10</b>
<b>High</b>  Key elements of high intrinsic importance and/ or condition and/ or group value, and/ or uncommon elsewhere in this or other historic landscape areas on the Register.  <b>Score: 7 or 8</b>	<b>High</b>  Substantial land loss and consequent fragmentation and/ or visual intrusion causing key elements to be removed or changed so that group value and/ or coherence and/ or integrity are significantly diminished, and/ or amenity value greatly reduced.  <b>Score: 7 or 8</b>	<b>High</b>  Development impact on key elements is such that the overall value of the historic landscape on the Register is significantly reduced.  <b>Score: 7 or 8</b>
<b>Medium</b>  Key elements of varying intrinsic importance and/ or condition and/ or group value, and/ or generally typical of this or other historic landscape areas on the Register.  <b>Score 4, 5, or 6</b>	<b>Medium</b>  Moderate land loss and consequent fragmentation and/ or visual intrusion causing some key elements to be removed or changed so that group value and/ or coherence and/ or integrity are diminished, and/ or amenity value reduced.  <b>Score 4, 5, or 6</b>	<b>Medium</b>  Development impact on key elements is such that there is some, but still appreciable, reduction in the overall value of the historic landscape on the Register.  <b>Score 4, 5, or 6</b>
<b>Low</b>  Key elements of low to moderate importance and/ or condition and/ or group value, and/ or generally low significance in this or other historic landscape areas on the Register.  <b>Score: 2 or 3</b>	<b>Low</b>  Slight land loss and consequent fragmentation and/ or visual intrusion causing limited numbers of key elements to be removed or changed so that group value and/ or coherence and/ or integrity are slightly diminished, and/ or amenity value slightly reduced.  <b>Score: 2 or 3</b>	<b>Low</b>  Development impact on key elements is such that there is slight reduction in the overall value of the historic landscape on the Register.  <b>Score: 2 or 3</b>
<b>Very Low</b>  Elements untypical of the historic landscape areas on the Register and/ or changed through modern development.  <b>Score: 1</b>	<b>Very Low</b>  Marginal land loss and consequent fragmentation and/ or visual intrusion causing negligible changes to elements and their values.  <b>Score: 1</b>	<b>Very Low</b>  Development impact on key elements is such that the value of the historic landscape on the Register remains essentially unchanged.  <b>Score: 1</b>

**Table 1: Stage 5: Scoring Model**



## **APPENDIX V: Client Plan**

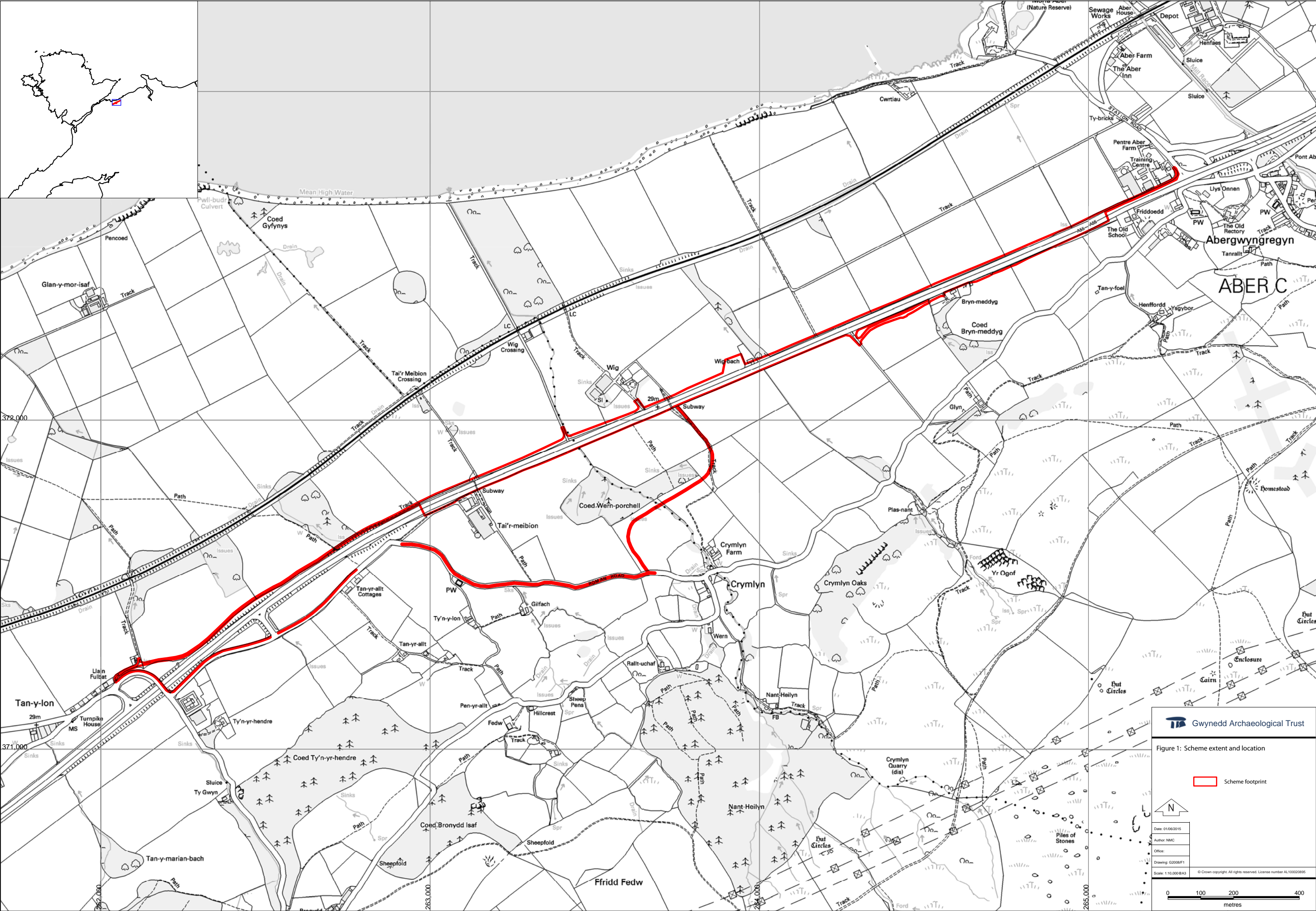




1. All units in metres unless otherwise stated;
2. All levels in metres above Ordnance Datum;
3. All chainages in metres;
4. Extent of land required subject to modification pending structure designs and RRRAP assessments.


[illegible]






**Gwynedd Archaeological Trust**

Figure 1: Scheme extent and location

 Scheme footprint

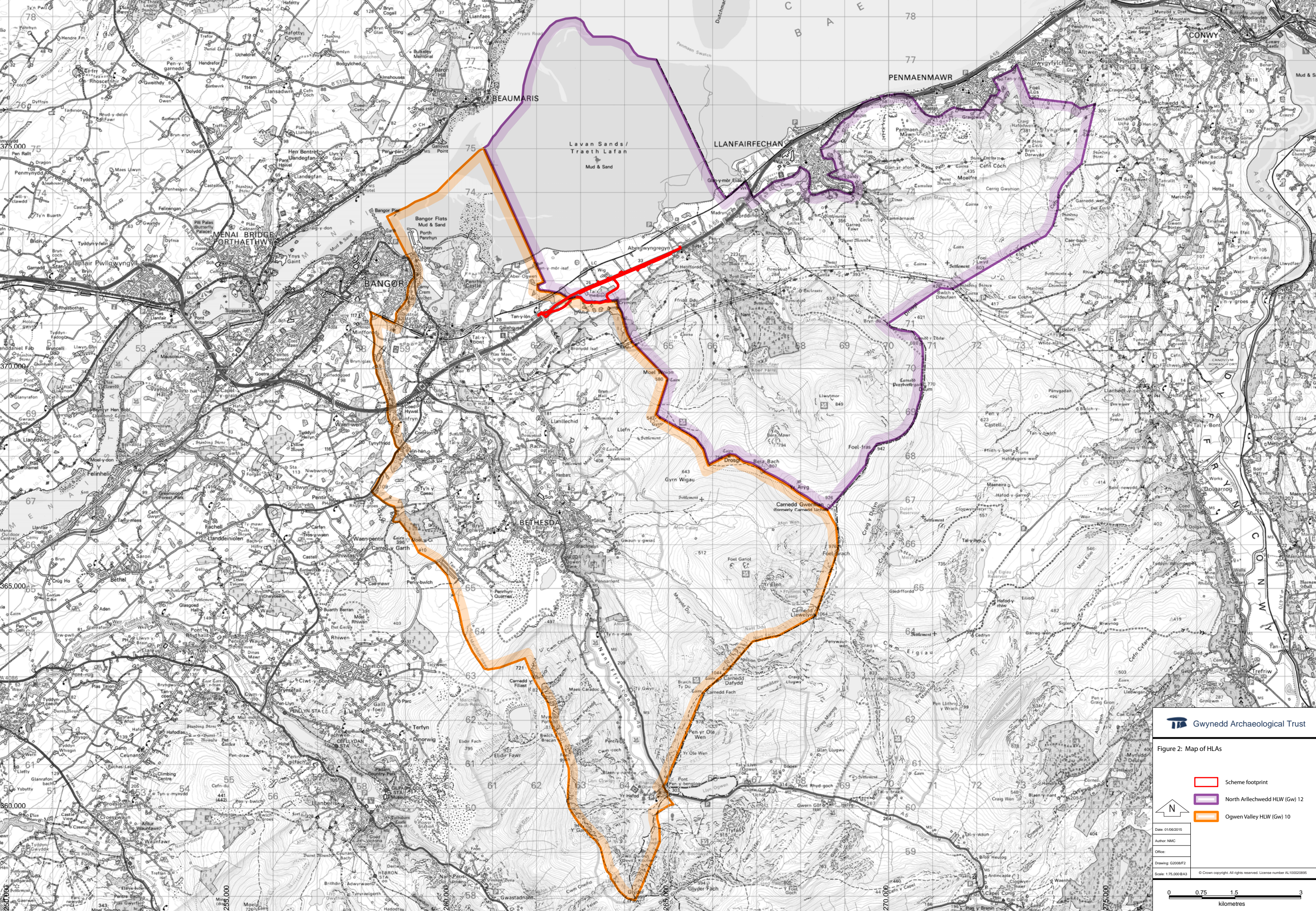


Date: 01/06/2015  
Author: NMC  
Office:  
Drawing: G2008F1  
Scale: 1:10,000 @A3

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0 100 200 400 metres










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Figure 2: Map of HLAs

 Scheme footprint

 North Arllechwedd HLW (Gw) 12

 Ogwen Valley HLW (Gw) 10



Date: 01/06/2015

Author: NMC

Office:

Drawing: G2008F2

Scale: 1:75,000 @A3

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0 0.75 1.5 3 kilometres



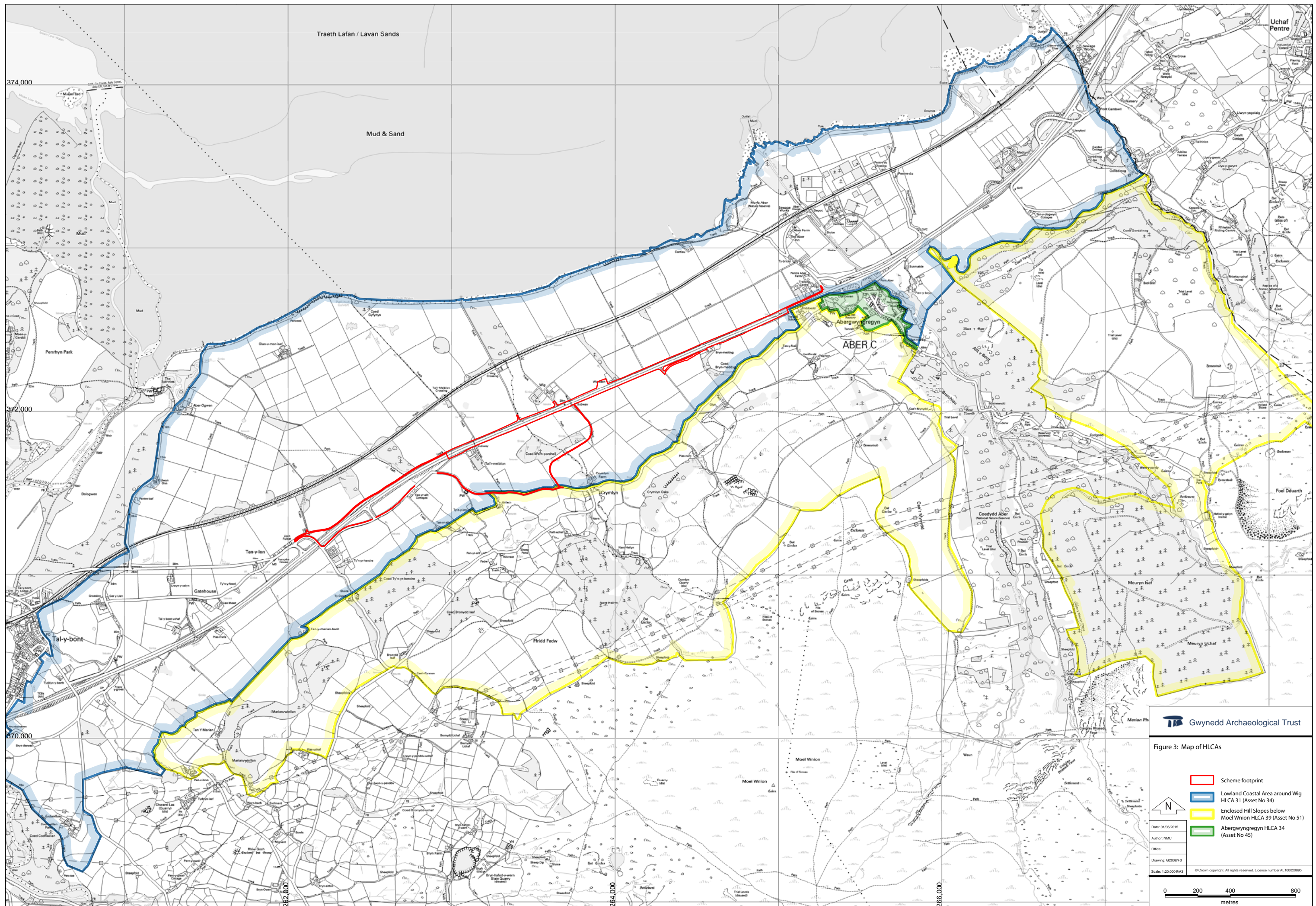






Plate 01: View of proposed location of Non-Motorised User Route. Southwest section from Wig Farm. View from the northeast.



Plate 02: View of proposed location of Non-Motorised User Route. Northeast section from Wig Farm. View from the southwest.





Plate 03: View of proposed location of Non-Motorised User Route. Tal-y-Bont section. View from the west.



Plate 04: View of proposed location of link road from Bryn Meddyg. View from the ENE.





Plate 05: View of proposed location of footpath. View from the southwest.



Plate 06: View of Unclassified Roman Road (Henffordd Road). View from the northwest.





Plate 07: View of proposed location of field access track. View from the southwest.



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