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A165 REIGHTON BYPASS

ENVIRONMENTAL
ASSESSMENT

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SECTION I - INTRODUCTION

1.1 introduction

1.1.1 BHWB Ltd were instructed by Mouchel North Yorkshire on behalf of North Yorkshire County Council to undertake an environmental appraisal of the proposed A165 Reighton Bypass in January 2002

1.1.2 The A165 is a principal east coast route connecting the towns of Kingston-upon-Hull, Bridlington, Filey and Scarborough. The road becomes congested during the summer months when a large influx of tourists causes a significant demand on the A165 and local road network.

1.1.3 Proposals to construct a bypass to the west of Reighton are intended to alleviate congestion through the village and improve the poor accident record on the A165. The route for a bypass has been protected in the Scarborough Borough Council Local Plan since 1974. Following a public consultation exercise planning permission for the scheme was originally granted in August 1993.

1.1.4 The planning approval along with Compulsory Purchase Orders served on landowners in 1995 and amended in 1996 have now lapsed and the scheme is currently being reviewed by Mouchel North Yorkshire, with a view to resubmitting a new application in the early part of 2003. The review includes a reassessment of the previous Environmental Appraisal prepared by RPS Clouston in May 1993. It also takes into account the new Scarborough Borough Council Local Plan adopted in April 1999, and minor changes to the proposed bypass alignment and encompasses revised assessment methodology.

1.1.5 Recent consultations with statutory bodies, along with field surveys and data collection have been updated, and reassessed. (Although further archaeological and ecological survey work will be required at a later date.)

The study identifies the main environmental impacts and makes recommendations to mitigate potential adverse effects. These recommendations have, in part, been instrumental in determining the extent of land acquisition, and the modified Compulsory Purchase Orders.

1.1.6 The following issues are covered in the report :

- Landscape and Visual Impact
- Nature Conservation
- Cultural Heritage
- Plans and Policies

1.2 Methodology

1.2.1 The assessment process has been carried out in accordance with methodology described in the Highways Agency's Design Manual for Roads and Bridges (DMRB) Volume 11. The results of the Assessments have provided the background data required for the 'multi-model' assessment of transportation schemes (GOMMMS, March 2000). (Refer Appendix D)

1.2.2 Information has been obtained from the following sources

- Site Visits carried out in April 2002 and February 2003
- O.S. Maps -
 - 1:50,000 Landranger Series (No. 101)
 - 1:25,000 Pathfinder (No. 645)
 - 1:5000 Digital Base
- Scarborough Borough Council Local Plan
- Countryside Character Volume 3 – Yorkshire and The Humber Published by The Countryside Commission 1998
- Aerial Photographs
- Historical maps and documents including the North Yorkshire Sites and Monuments Records – (A full bibliography of historical references is given in the separate Cultural Heritage report)
- Phase 1 Habitat Survey data originally obtained from the Heritage Unit at North Yorkshire County Council
- Scarborough Borough Council Local Plan Fact Sheet No. 9 Nature Conservation
- A165 Reighton Bypass Environmental Appraisal and Landscape Report, RPS Clouston, May 1993

1.2.3 Consultation with the following:

Countryside Agency
English Nature
Environment Agency
English Heritage
Scarborough Borough Council

Responses from the Consultees are included in Appendix F of the report.

1.3 Plans And Policies

1.3.1 The development plan for the area comprises

- The North Yorkshire County Structure Plan, originally approved by the Secretary of State in November 1980 and amended by Alterations in January 1987, August 1989 and October 1995.
- The Scarborough Borough Local Plan adopted in April 1999.
- The North Yorkshire Minerals plan adopted in 1997 (Does not include any policies of direct relevance to the road proposal)

SECTION II - EXISTING SITUATION

2.1 Location

2.1.1 Reighton is situated 2km from the coast midway between Scarborough and Bridlington in the County of North Yorkshire

2.1.2 The location is shown on Figure 1 which also shows the extent of the study area

2.2 Landscape Character

2.2.1 The Countryside Commission character map of England shows Reighton to be on the edge of two distinct character areas. Undulating land to the south typifies the Yorkshire Wolds. (Character Area No. 27) whilst low-lying land towards Filey is situated within Character Area No. 26, 'The Vale of Pickering'.

2.2.2 The key characteristics of the landscape west of Reighton (Yorkshire Wolds) are:

- Prominent escarpment and foothills rising from the Vale of Pickering
- Defined by the presence of the chalk.
- Remnants of unimproved or semi-improved chalk grassland in steep-sided dry valleys often defined by a hedge and sometimes showing signs of scrub encroachment.
- Important archaeological remains with a particular concentration of prehistoric earthworks including burial mounds.
- A large-scale landscape of rounded, rolling hills, with long views from the escarpments
- Fertile, chalky soils supporting mainly arable farming.
- Pattern of large, regular fields crossed by driveways and enclosure roads with wide verges, resulting mainly from late parliamentary enclosure.
- Sparsely populated area with predominantly brick buildings with large scattered farmsteads on high ground.

2.3 Landscape Quality and Classification

2.3.1 Based on the five-point scale given in the design manual for roads and bridges the quality of the landscape is assessed to be 'Good Landscape' rising to 'Very Attractive' in parts.

- | | |
|---|--------------------|
| 1 | High Quality |
| 2 | Very Attractive |
| 3 | Good Landscape |
| 4 | Ordinary Landscape |
| 5 | Poor Landscape |

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2.3.2 The centre of Reighton including St Helens Lane is particularly attractive containing many listed buildings, the older part of the village is a designated Conservation Area.

2.3.3 The southeast part of the study area is designated as Heritage Coast (refer Figure 3). There are no designations along the line of the bypass itself

2.4 Topography

2.4.1 A topographical plan is shown on Figure 2

2.4.2 The dominant physical influence is the underlying chalk which creates the typical chalky soils and the characteristic rolling landform giving way to high sea cliffs at Bampton and Flamborough Head to the east. The low lying land to the north comprising clays and glacial deposits has produced a softer landscape with a large open bay (Filey Bay) and wide sandy beach (Hunmanby Sands)

2.4.3 Along the foot of The Wolds a narrow band of sand and gravel deposits (greensand) expands inland from the coast to north of Hunmanby. Evidence of this is seen in the form of a sand and gravel quarry and concrete works on Hunmanby Road northwest of Reighton

2.4.4 The low lying coastal region at the northern end of the study area ranges between 40 and 50 m AOD whilst the chalk escarpment to the south rises to a maximum height of approximately 125 m AOD (adjacent to The Dotterel public house). Further south the land falls and rises in a series of undulations forming the Yorkshire Wolds. The village of Reighton is situated part way up a prominent ridge known as Cap Hill. The main part of the village is approximately 90m AOD

2.5 Drainage

2.5.1 Due to the free draining nature of chalk there are comparatively few water courses in the study area, although there are a number of small streams concentrated on the low lying coastal plain to the north and east, the only notable one being Reighton Gill which issues east of the A165 (Moor Road) and discharges into the sea at Hunmanby Gap. It would, therefore, not be affected by the proposals.

2.5.2 There are no sizable water bodies within the study area. An ornamental pond in the grounds of the former Butlins holiday camp north of the study area has recently been filled in and a drainage ditch runs from Sands Road at the northern end of the study area, through the former camp into a pond at Primrose Valley (Haven) to the north. There is a small circular pond known as Horse Leech Pond adjacent to the A165 in Reighton although it's some distance from the proposals

2.5.3 There are no water extraction points in the immediate vicinity of the bypass, although the Environment Agency has confirmed the presence of an underlying aquifer. Any proposals would need to safeguard this water supply.

2.6 Cultural and Historical Influences

2.6.1 The fertile chalk soils, good grazing and light tree cover of The Wolds combined with the availability of stone, made this an attractive area for early Neolithic settlers (3500-

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- 2000 BC) The O.S. maps for the area show widespread evidence of early settlement, in the form of burial mounds and defensive earthworks.
- 2.6.2 Several forms and types of Iron Age and Romano-British occupation (700bc-450ad) have been identified from crop mark evidence, suggesting that the Wolds were a densely settled and farmed landscape in this period
- 2.6.3 During the Medieval period (1066-1750) The study area was divided between the two historic townships of Reighton in the south and Hunmanby in the north; towards the coast, the dividing line between the two was Reighton Gill. (Reighton Parish was later enlarged to include Speeton)
- 2.6.4 Parliamentary enclosure in the late 18th and early 19th centuries brought about many of the features of today's landscape. Hedges were planted to enclose large regular fields. New large brick built farmsteads appeared scattered across the open farmland, because of their exposed position they were often surrounded shelter belts, new drove roads were built with wide grass verges
- 2.6.5 More recently intensive cereal production has meant that some of the hedges have been removed returning the landscape to the open character of earlier centuries. (A more detailed assessment of the historical influences is given in the separate Cultural Heritage report.
- 2.7 Settlement
- 2.7.1 Reighton (the name derives from 'Riggtun' meaning 'Ridge Village') is the main settlement in the study area. In medieval times the village is likely to have been relatively small; only 38 households were recorded in 1674 and most of these were living in small cottages in two distinct settlements, one centred on the lower village around St Helen's Lane, and one at the higher end to the south-east of the church (by the sharp bend in A165). More recently the village has developed along the main road (A165), effectively joining the two separate communities.
- 2.7.2 Outside the village, settlement comprises mainly isolated dwellings and farmsteads historically situated on high ground and enclosed by woodland belts providing shelter from the prevailing wind. There are a number of isolated properties on high ground to the west of Reighton which would be close to the line of the proposed bypass. These include Mount Pleasant Farm, Wold Edge, Whyncrest and Graffioe Farm.
- 2.7.3 At the southern end of the study area 'The Dotterel' public house, built in the 1820's, is well known local landmark, situated in an isolated position on high ground adjacent to Reighton / Bridlington Road. Three pairs of more recent brick built semi-detached council houses are situated on the Hunmanby Road next to the pub.
- 2.7.4 At the northern end of the study area there are cluster of properties round the Sands Road junction including Rosedale Farm Moor House and a roadside café ('Port of Call')
- 2.7.5 Further north and east there are many tourist developments including caravan sites, holiday villages (Primrose Valley and Reighton Sands). These are well away from the study area and would not be affected by the proposals.
- 2.7.6 A schedule of properties affected by the scheme is given in appendix C

2.8 Listed Buildings

- 2.8.1 There are six buildings within the study area which are listed as being of Special Architectural or Historic Interest; these are shown on figure 3. The buildings, which are all located in the village centre are listed Grade II and include St Peter's Church and the Manor House

2.9 Vegetation Cover

- 2.9.1 The well drained productive chalk has resulted in a landscape dominated by arable farming. Fields are large and bounded by well-trimmed Hawthorn hedges. Hedgerow trees are relatively sparse but where they do occur include ash, beech, oak and sycamore. The only notable woodland within the immediate vicinity of the proposed bypass is a stand of mature but sparse trees around Graffitoe Farm and a smaller copse east of Wold Edge. The plantations comprise mainly sycamore, oak and elm and are especially prominent on the horizon when viewed from the A165. The latter is located on the line of the bypass.

- 2.9.2 There are a number of mature trees in the centre of Reighton although many of these are often ornamental species growing in private gardens. A more detailed description of vegetation cover is given in appendix B

2.10 Tree Preservation Orders

- 2.10.1 There are no Tree Preservation Orders (TPO's) along the line of the proposed bypass, although trees within Conservation Areas are afforded similar protection. Reighton Conservation Area extends along St. Helens Lane to within 10 m of the bypass (Scarborough Borough Council 6/02/03)

2.11 Nature Conservation

This section should be read in conjunction with Figure 6.

- 2.11.1 There are no statutory sites of nature conservation value within the study area. Flamborough Head SSSI, which is also designated a Special Protection Area (SPA) and candidate Special Area of Conservation (cSPA) can be found approximately 1 kilometre to the east of the scheme. The Coastal Cliffs Reighton - Filey Brigg Site of Importance for Nature Conservation (SINC), a non-statutory designation, adjoins the SSSI approximately 1 kilometre to the northeast of the scheme. A further SINC, Hunmanby Dale, is located approximately 2 kilometres to the west of the scheme.
- 2.11.2 English Nature has no records indicating the presence of protected species, although preliminary field surveys identified outlying badger setts close to the line of the bypass. The presence of badgers was also confirmed by The North Riding Badger Group (details of which are contained in a separate confidential report).
- 2.11.3 The potential for bats is considered to be limited due to the scarcity of woodland and hedgerow trees however, as many of the trees are mature and some of them have rot cavities, the presence of roosting bats cannot be discounted

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2.11.4 The potential for amphibians is considered to be low due to the lack of standing water. Horse Leech Pond was not found during the field survey although on plan it is some distance from the bypass and would not be affected.

2.11.5 The nature conservation value of the study area as a whole is considered to be relatively low due mainly to the effects of intensive agriculture. A substantial area of semi-improved grassland has been lost to agricultural improvement during the last decade. Conversion of permanent pasture to arable has also resulted in the loss of hedgerow. Due to the paucity of semi-improved grassland within the study area this habitat, although limited in terms of species diversity, is considered to be of local nature conservation value. Due to the season in which the survey was carried out some species of nature conservation value may have gone unrecorded and further survey work will be required during the summer months.

2.12 Agriculture

2.12.1 The provisional Agricultural Land Classification Map of England and Wales shows the study area to be primarily Grade 3 with a small out crop of Grade 4 land situated adjacent to St Helens Lane.

2.12.2 Some of the Grade 3 land will undoubtedly be of the higher sub Grade 3a although the majority will be the poorer grades of 3b and below. As such land quality should not be a significant issue.

SECTION III - EFFECTS OF THE SCHEME

3.1 Main Features Of The Scheme

3.1.1 The main features of the scheme are:

- A new carriageway constructed to the west of Reighton, connecting to the A165 at Sands Road to the A165 Bridlington Road close to The Dotterel public house. The bypass would be approximately 2.6 km in length, and would occupy an area of approximately 13.6 hectares (ha)
- The road would be a single 10 m wide carriageway with a 1 m hard strip either side
- A roundabout would be constructed at either end of the scheme with a ghost island junction constructed in the middle section to access Hunmanby Road
- A new bridge to facilitate the crossing of St Helens Lane (which would run below the bypass in a deep cutting).
- The bypass would not be illuminated although the roundabouts at either end of the scheme would be lit for safety reasons
- A balancing pond would be constructed at the northern end of the scheme to regulate the discharge of surface water run-off.

3.2 Route Description

3.2.1 The proposed bypass is shown on Mouchel Drawing B0311 / 066 'General Layout' (Refer Appendix E)

Sands Road Junction (Northern End Of Scheme)

3.2.2 The bypass originates at the junction of Sands Road and the A165 Scarborough Road. (Refer Figure 9.1) A new at grade roundabout would be constructed on agricultural land close to the existing crossroads. The roundabout would have four arms connecting to:

- Sands Road (west)
- A165 Scarborough road (north)
- A165 Moor road (south)
- Proposed bypass

3.2.3 Sands Road (east) would tie into the realigned section of Moor Road immediately east of the roundabout. The new junction layout would be comparatively large, resulting in the loss of 3.7 hectares (ha) of arable land and existing hedgerows alongside the A165

3.2.4 Due to the slight undulation in the landform the approaches to the roundabout would be constructed on slight embankment although the proposed roundabout would be no higher than the existing junction

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- 3.2.5 There are a number of properties immediately to the north from which the new junction would be partially visible. These include Moor House, Spring Field and Clover Farm.
- 3.2.6 From the roundabout, the bypass would run in a southerly direction gradually diverging eastwards from the A165. A private access track from the A165 to an isolated farm complex (Rosedale Farm) would be realigned to tie in with the bypass approximately 240 m north of its current position. (The southern access to Rosedale from Hunmanby Road would be unaffected.)

Rosedale Farm – St Helens Lane

- 3.2.7 The route would cut through a low ridge (north of Rosedale Farm) before ascending the long scarp slope towards Hunmanby Road and Cap Hill. (Refer Figure 9.2)
- 3.2.8 This section of bypass would be comparatively exposed, rising ground combined with the large open fields and lack of vegetation would increase its prominence. The road would, for the main part, be at grade although due to localised undulations the section south east of Rosedale Farm would be on low embankment, thus increasing its prominence from the farm. Towards the top of the scarp slope the road would enter a 5m deep cutting (east of Whyncrest), before emerging onto embankment as it approaches St Helens Lane.

St Helens Lane – The Dotterel Public House

- 3.2.9 The bypass would bridge across St Helens Lane, with embankments either side of the lane. St Helens Lane would remain open as a public highway and its current alignment would be unaffected. From St. Helens Lane the bypass would continue in a southerly direction, immediately west of Mount Pleasant Farm – a former bungalow with adjacent cattery ('Snugglepuss Cat Hotel'). The road would pass within 65m of the dwelling, severely affecting its setting and severing its existing means of access. The access track would be realigned to tie in with the bypass approximately 100m south of its current position, allowing sufficient road for earth mounding between the track and the new road.
- 3.2.10 As the bypass converges with Hunmanby Road a ghost island junction would be constructed opposite Mount Pleasant Farm. Hunmanby Road would be realigned to tie in with the bypass. Part of the old Hunmanby Road would be retained to access Reighton Nursery (a horticultural/retail business). A new access off Hunmanby Road would facilitate a replacement car park north of the garden centre (subject to agreement with third party landowner).
- 3.2.11 The bypass would cross the existing Hunmanby Road, to meet the proposed terminus point at a roundabout next to The Dotterel public house. Mature hedgerows adjacent to the former Hunmanby Road would be removed.
- 3.2.12 The bypass would sever the existing car park at Reighton Nursery. The car park, which in recent years has been extended to accommodate an increasing number of visitors, would need to be relocated to an alternative nearby location (subject to agreement).

A165 / B1229 Dotterel Junction (Southern End of Scheme)

3.2 13 The southern roundabout would be constructed at existing ground level, partly on farmland and partly on existing highway land. The new roundabout would have connections to

- Speeton Road (B1229)
- Bndlington Road (A165)
- Grindale Road
- Hunmanby Road

3.2 14 The southern end of Reighton Road (A165) would be realigned to tie in with the B1229 Speeton Road approximately 50 m east of the existing crossroads

3.2.15 The southern end of Hunmanby Road (to the front of The Dotterel) would be retained as a local access to the terraced houses, (No's 1 – 6 Hunmanby Road). A dedicated parking area and turning head would be provided at the end of the road. There would be no direct access to the houses from the new bypass

Lighting

3.2 16 The roundabout at either end of the scheme would be illuminated with high-pressure sodium lights mounted on 10 m high columns. The columns would extend 100 m along the main approaches to the roundabouts. The lighting is a significant factor when assessing the visual impact of the junctions particularly the southern roundabout which is situated on high ground next to land designated as Hentage Coast. (Refer Plans and Policies Appendix A)

Drainage

3.2.17 In order to protect the underlying aquifer the bypass would incorporate a sealed drainage system including oil interceptors and a balancing pond located next to the roundabout at Sands Road. Surface water from the bypass would discharge into an existing drainage ditch which runs northwards through the former Butlins Holiday Camp into an ornamental lake at Primrose Valley. The proposals would be carried out in accordance with Environment Agency requirements.

3.2.18 There are no proposals to discharge into Reighton Gill east of Moor Road which is ecologically more sensitive.

3.3 Landscape Impacts

3.3.1 The main landscape impacts have been identified as

- Prominence of the bypass on the steep scarp slope between Sands Lane and St Helens Lane. The road would cut across large arable fields detracting from the open farmland and rural character of the Wolds landscape. Recent changes to the scheme have included lowering the vertical alignment of the bypass along this section of bypass to aid landscape integration. Despite this the road would be a prominent feature.
- St Helens Lane – an attractive sunken lane linking Hunmanby Road and Reighton would be adversely affected by the proposed over-bridge. Construction of the bridge would result in the removal of hedgerows and would necessitate the localised regrading of the verge/bank, potentially impacting on the Reighton Conservation Area, the boundary of which extends to within a few metres of the bridge. The overhanging trees, steep verges and green banks all contribute to the leafy character of the lane. The overbridge would result in a significant, but localised deterioration in the landscape quality, however the affects of this could be minimised by the sensitive design of the structure and its abutments as described in Section IV.
- The tranquil, rural character of some properties would be adversely affected by the proximity of the bypass, the main ones being Wolds Edge and Mount Pleasant Farm both of which would experience a significant change compared to the existing situation.
- The proposals, and particularly the roundabouts at either end of the bypass, would result in the slight urbanisation of 'the attractive rural landscape'. Proposals to illuminate the roundabouts would contribute to further urbanisation of the landscape.
- The scheme would result in the loss of approximately 2.8 Km of hedgerow, primarily from the southern end of Hunmanby Road and the 'tie in' points at either end of the scheme. The only notable loss of tree cover would be a small, but prominent copse by Wold Edge which comprises 7 mature sycamores, located in an elevated position on the crest of the ridge. The entire copse would be lost to the bypass. The trees are a prominent feature on the skyline when viewed from the Moor Road (A165) and the coastal region beyond. However the larger more prominent group of trees to the north (adjacent to Graffitoe Farm and Whyncrest) would be unaffected by the scheme.
- The bypass would have a major affect on Reighton Nursery. The car park opposite the garden centre would be largely lost to the bypass. Provision for a new car park (possibly north of the garden centre) would result in further loss of agricultural land.
- No properties would be demolished as a result of the scheme. There are no Tree Preservation Orders or Listed Buildings affected by the proposals.
- The reduction in traffic through the centre of Reighton would result in an improved environment for houses that currently face the A165. The setting of the Listed buildings and Conservation Area would be improved, and severance of the village would be minimised.

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- There would be little affect on public rights of way. The bypass would require the minor re-alignment of one path (no 6 Reighton) which would be truncated at its western end. By contrast the diversion of the A165 would offer considerable benefit to pedestrians in the village centre and would minimise severance of pedestrian movements across the busy main road.

3.4 Visual Assessment

- 3.4.1 This section should be read in conjunction with the Visual Analysis Plan (Figure 7) and the Visual Impact Schedules (Appendix C)
- 3.4.2 Figure 7 shows in diagrammatic form the main viewpoints and visual horizons within the study area. It also depicts the visual envelope (i.e. the approximate area from which the proposals would be visible)

3.5 Visual Envelope

- 3.5.1 The visual envelope is largely defined by the topography. The large open fields and lack of woodland cover means there is comparatively little natural screening, although clipped hawthorn hedges on field boundaries and alongside roads are a typical feature of the area. Replanting hedges alongside the bypass would help screen traffic from surrounding areas.
- 3.5.2 Due to the rising land south and west of Reighton there are no long distance views in this direction. However the east face of the scarp slope (between Rosedale and St. Helens Lane) is visible from a considerably wider area to the north and east. The proposed bypass would be potentially visible from properties towards the coast although localised undulations and intervening obstacles hide most views from these properties. By contrast, the visual envelope for the existing road is comparatively small. At present the low-lying A165 is visually well contained. It is partly screened by roadside properties in Reighton and by the natural landform. The proposed bypass would be visible from a much wider area.

3.6 Visual Impact

- 3.6.1 A visual impact assessment survey was undertaken in May 2002 (with vegetation in leaf) and updated in February 2003 (with vegetation not in leaf). Access was limited to roads and public areas therefore the level of impact on some private properties has been estimated based on the closest available viewpoint, reciprocal views, aerial photographs, OS maps and topographical information.
- 3.6.2 There are approximately 17 residential properties within 500m of the proposed bypass that would experience adverse visual impact as a result of the scheme. These are scheduled in Appendix C and the locations shown on Figure 7.
- 3.6.3 The following Properties would experience adverse visual impact: -

Springfield Boarding Kennels and Clover Farm
- 3.6.4 Despite their proximity to the proposed roundabout at the northern end of the scheme, these properties would be largely screened by existing vegetation. The elevated approaches to the roundabout would be more conspicuous than the current

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situation, despite this the visual impact would be negligible. The main impact would be derived from the lighting proposals which, at night, would be conspicuous. Impact from these properties has been assessed as **'Neutral / Slight Adverse.'**

Moor House

- 3.6.5 The property, which is attached to the 'Port of Call' café, currently enjoys views across open fields to the south. The property is orientated towards the proposed roundabout, although some screening is afforded by the existing hedgerow adjacent to the A165 and by young trees planted in the garden. Sands Road (west) would move southwards away from the property although being on embankment, its prominence would increase compared to the existing situation and the lighting columns would be intrusive. Impact has been assessed as **'Moderate Adverse'**.

Barn Dale and Woodside

- 3.6.6 Two detached properties situated off Sands Lane approximately 500 m east of the proposed roundabout. The properties are orientated towards the bypass allowing direct views of the lighting columns which are especially prominent at night. Without lighting columns views of the junction would be similar to existing. Impact has been assessed as **'Slight Adverse'**.

Brigg View Farm

- 3.6.7 Low lying properties closer to the junction including Brigg View Farm and an unnamed property to the south would be obscured by intervening vegetation, although the top of the lighting columns would be visible over the hedgerows. Impact has been assessed as **'Slight Adverse'**.

Rosedale Farm

- 3.6.8 The bypass would pass within 100 metres of two dwellings at Rosedale Farm. (Refer Figure 9.3) The more northerly of the two properties would experience uninterrupted close proximity views of the bypass. Rosedale Farm itself is partly obscured by outbuildings although, being at, or slightly above, ground level the impact of the bypass on the farm has been assessed as **'Moderate Adverse'** and the adjacent property **'Significant Adverse'**.

Greenacres

- 3.6.9 As the bypass ascends the hillside, a detached house adjacent to Moor Road (A165) would be clearly visible from Greenacres. However the property does benefit from a row of trees in the front garden and already experiences visual intrusion from traffic using the existing A165. It is anticipated that this property would have an improved outlook compared to the existing situation. Impact has been assessed as **'Slight Beneficial'**.

Whyncrest

- 3.6.10 The detached house and adjoining bungalow (and registered Caravan Club site) are situated in an elevated position on the ridge overlooking the low ground to the north. The houses have panoramic sea views and are a prominent feature on the skyline.
- 3.6.11 The proposed bypass would be less than 80 m from the garden although the open views of the coast beyond would not be affected due to the route being below eye level. The bypass would also be partly in cutting at this point. Despite this the impact has been assessed as '*moderate adverse*'.

Wold Edge

- 3.6.12 The isolated dormer bungalow is situated on the hill top, affording panoramic views towards the sea. At its closest point the bypass would be less than 68 m from the bungalow. A field adjacent to the property (a registered Caravan Club site) would be bisected by the bypass. Views to the north would change little due to the road being in cutting at this point, although the St Helens Lane crossing would be very prominent, as would a short section of 'at grade' carageway immediately north of the property. Overall the visual impact is assessed as '*substantial adverse*'.

Mount Pleasant Farm

- 3.6.13 Mount Pleasant Farm /Snugglepuss Cats Hotel – a detached bungalow with outbuildings, would be less than 70m from the bypass. The house is orientated towards the bypass allowing close proximity views of the road and the proposed Hunmanby Road junction immediately opposite (Refer Figure 9.6). Easterly views towards the sea from north facing living room windows would be unaffected. The impact on this property has been assessed as '*substantial adverse*'.

Graffitoe Farm

- 3.6.14 Views from Graffitoe Farm are largely obscured by a strip of woodland adjacent to Hunmanby Road and by outbuildings surrounding the farmhouse. Impact has been assessed as '*Neutral*'.

Reighton Nursery (Commercial) and adjacent house (residential)

- 3.6.15 The house and nursery on Hunmanby Road would be slightly further from the bypass than Hunmanby Lane which currently passes within a few metres of the properties. (Refer Figure 9.5). This benefit would be off set by the increased volume of traffic using the bypass. Overall the nursery would benefit from the proposals particularly where the retained conifer hedge alongside the Hunmanby road would screen the bypass. Visual Impact has been assessed as '*Neutral*'.

Nos. 1 - 6 Hunmanby Road

- 3.6.16 The bypass would pass within 50m of the terraced houses. Existing hedgerow in front of the properties (west of Hunmanby Lane) would be removed, opening up views of the new road. Some benefit for residents would be derived from stopping up

Hunmanby Road and reusing it as a private access although this would be outweighed by the increased traffic volumes and lighting proposals associated with the new bypass. Impact has been assessed as '*Moderate Adverse*'.

The Dotterel Public House

- 3.6.17 The roundabout at the southern end of the scheme would be constructed immediately south of The Dotterel (Refer Figure 9.7). The setting of the pub and character of views from the building would be similar to the existing situation. There would, however, be a slight deterioration in visual amenity due to erection of lighting columns at the junction. Because the junction is constructed on a hill top, some long distance views of the lighting columns, especially at night, may be possible from the wider landscape and the designated Heritage Coast to the east. Impact has been assessed as '*Slight Adverse*'.

Reighton Village

- 3.6.18 Adverse visual impacts resulting from the bypass should be considered in light of the benefits afforded to residents in Reighton. Due to the linearity of the village, a large proportion of dwellings are situated alongside the A165. These properties experience varying degrees of visual intrusion at present. The construction of the bypass would lead to a considerable reduction in the amount of traffic using the road and therefore a corresponding improvement in visual amenity.
- 3.6.19 The bypass would be partially visible from some properties on St Helens Lane. Views would be largely restricted to first floor windows orientated towards Hunmanby Road. Due to the intervening landform the impact would be negligible.
- 3.6.20 Approximately 30 dwellings in Reighton would experience a *moderate beneficial* impact as a result of the proposals, compared to 17 properties (mainly on Hunmanby Road) that would experience an adverse impact at scheme opening.

Views from Public Right-of-Ways / Public Areas

- 3.6.21 The bypass would be visible from two public footpaths:
- No. 6 (Reighton Parish) which runs from Hunmanby Road to Cowton Lane in Reighton.
 - No. 7 (Reighton Parish) which runs from St Helens Lane to Church Hill (A165) via Mount Pleasant Farm (passing to the south of Reighton Methodist Church).
- 3.6.22 Views of the bypass would be possible from the sections closest to Hunmanby Lane. Fifteen metres would be lost from the end of path no. 6 although the main part would be unaffected. Pedestrian ways would be incorporated to facilitate access between the existing footpath and Reighton Nursery.
- 3.6.23 The eastern end of path no. 7 would benefit from a reduction in traffic on the A165 improving access to areas east of the road.

3.7 Nature Conservation Impacts

- 3 7.1 The proposed scheme would result in the loss of poor semi-improved grassland, hedgerow, and a small amount of broadleaved plantation
- 3 7.2 The most significant impact would be the loss of hedgerow and severance of the hedgerow network and approximately 2.4 kilometres of hedgerow would be lost to the scheme including approximately 80 linear metres of hedgerow along St Helens Lane
- 3 7.3 The circular plantation to the north of St Helens Lane comprising seven mature sycamores would be lost to the scheme with associated impacts on potential bat / bird roosts
- 3 7.4 There will be a loss of predominantly poor semi-improved grassland along the verges of Hunmanby Road and in pasture to the south and west of Mount Pleasant Farm. The more interesting areas of semi-improved grassland such as the verge at Wold Edge, would remain intact
- 3.7.5 No waterbodies or water courses would be affected by the scheme.
- 3 7.6 A main badger sett and outlying setts have been recorded close to the line of the proposed bypass. Details of these along with recommendations to mitigate the effects of the scheme are given in a separate 'stand alone' report.

Overall the Impact on nature conservation has been assessed as '*Slight Adverse*'

3.8 Agricultural Impacts

- 3 8.1 Approximately 12 hectare (ha) of lower Grades 3 and 4 agricultural land would be lost to construction. Initial investigations suggest the bypass would not seriously impact on the viability of any farm holdings.

3.9 Cultural Heritage Impacts

3.9.1 This section should be read in conjunction with figure 5 and the accompanying Cultural Heritage Report

3.9.2 A total of seven identified cultural heritage sites would be affected within the proposed construction corridor, as follows (from north to south).

Site no	Site name	Grade of site	Impact of proposals	Overall Impact
45	Geophysical anomalies, north-east of Rosedale Farm	L	Main route passes through identified features, which are thought to represent former field boundaries Significant impact	Slight adverse
44	Prehistoric flint scatter and geophysical anomalies, east of Whyncrest	D	Main alignment passes very close to area of flint scatter, and through geophysical features. The latter may represent pre-medieval ditches or an enclosure Significant impact	Slight adverse
29	Holloway, Humber Howe	L	Main route and spur to Hunmanby Road, and local access road to Mount Pleasant Farm, pass through a section (c 150m) of the former alignment, now represented as low denuded earthworks Small-scale impact	Slight adverse
31	Former road, Mount Pleasant Farm	L	Main alignment passes through section (c 80m) of former road which survives as a low earthwork Northern section of former road affected by proposed equestrian access from Mount Pleasant Farm Small-scale impact	Slight adverse
42	Milestone (site of), adjacent to Reighton Nursery	No	Main alignment passes very close to site of former milestone, which has apparently been removed No impact	No impact
41	Chalk quarry (site of), south-east of Reighton Nursery	No	Main route passes through former quarry, but site already reclaimed No impact	No impact
8	Linear feature (cropmark), south of The Dotterel Public House	L	New roundabout at south end of the scheme crosses part of the plotted cropmark Small-scale impact	Slight adverse

3.9.3 The predicted impacts have been categorised as being *slight adverse* on five sites (8, 29, 31, 44 & 45).

3.9.4 None of the six listed buildings will be directly affected by the scheme, although their setting would be significantly improved by the re-alignment of the A165 away from the village centre.

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- 3.9.5 There are no registered Historic Parks and Gardens or Historic Battlefields within the study area
- 3.9.6 Taking the proposals as a whole, the overall impact on identified cultural heritage sites can be categorised as *slight adverse*.

SECTION IV - MITIGATION MEASURES

- 4.1 This section should be read in conjunction with the draft mitigation proposals shown on Figures 8A & 8B. The proposals, which are indicative at this stage, would be defined as the scheme progresses.
- 4.2 The overall objectives of the landscape mitigation are
- (a) To aid the integration of the road and minimise the alteration of the existing pattern / character of the landscape
 - (b) To minimise visual impacts on settlements and public areas
 - (c) To minimise the loss and degradation of existing landscape, cultural heritage, and ecological features
 - (d) To increase the nature conservation resources of the area through the creation of good quality habitats.
- 4.3 The following mitigation techniques would be appropriate to achieve the objectives identified above.

Hedgerow Planting

- 4.4 Hedgerows are a common feature of the area. Many of the roads and fields are enclosed by tall hawthorn hedges, and so, linear shrub planting would be the principal means of integrating the bypass with its surroundings. Hedges would be established either side of the bypass for its entire length. The new planting would connect to existing hedgerows to maintain visual continuity and to provide links for wildlife. Approximately 4.9km of new hedgerows would be planted compared to 2.4 km which would be removed.

Tree and Shrub Planting

- 4.5 Due to the scarcity of existing trees in the area, new tree planting may accentuate the line of the bypass, particularly where it ascends the ridge north of Reighton Lane. Concentrating new planting in specific areas would be more in keeping with the sparse fragmented pattern of woodland cover.
- 4.6 Dense tree planting would be established around the roundabouts at either end of the scheme to 'soften views' of the junctions and aid their integration with the surrounding landscape.
- 4.7 Planting round Hunmanby Lane / St Helens Lane would help screen Wold Edge, Mount Pleasant Farm and would help compensate for the loss of skyline trees to the north. Elsewhere occasional hedgerow trees would be used to provide visual interest and aid landscape integration. All planting would comprise native species appropriate to the locality.

Earth Mounding

- 4.8 Earth mounding / false cutting could be constructed alongside the carriageway to screen

- Mount Pleasant Farm,
- Rosedale Farm (and adjacent property)
- No's 1-6 Hunmanby Road.

The mounds would be a maximum of 1.5 m high and would be augmented with dense tree and shrub planting to provide an effective visual barrier. Where there is insufficient space for mounds walls or fences may be used to screen the bypass. Any such structures would be sympathetically designed to ensure they harmonise with their surroundings.

Grass Seeding Wild Flower Swards

- 4.9 It is proposed to establish low maintenance grass swards alongside the carriageways. However, in certain areas, particularly on embankments / cutting faces, a wild flower seed mix would be appropriate, both to add seasonal interest for road users and to provide an ecologically diverse habitat. The choice of species would reflect naturally occurring species appropriate to the locality, and would help reverse the general decline in semi-improved grassland over the last decade.

Off-site Planting

- 4.10 Where adequate mitigation is difficult to achieve by on-line measures, it is often more effective to consider off-site planting / works implemented on privately owned land outside the highway boundary, carried out by agreement with the landowners. It would be offered to residents who would be adversely affected by the proposals. The following properties are likely to be potential beneficiaries of off-site works:

- 1 Moor House, Sands Road (Infill planting within garden)
- 2 Springfield House, Sands Road (Infill gap in adjacent hedge)
- 3 Whyncrest, Hunmanby Road (Infill planting within garden)
4. Wold Edge, Hunmanby Road (Planting in severed field adjacent to bypass)
- 5 Mount Pleasant Farm, Hunmanby Road (Planting /mounding adjacent to bypass)
6. Reighton Nursery, Hunmanby Road (Construction of new carpark)

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Lighting

- 4.11 Utilising full 'cut-off' lighting at the roundabouts would minimise 'light spill' and glare at night. The lighting proposals at the southern end of the scheme would be visible from the Heritage Coast, although during the day the existing telecommunication mast adjacent to the Dotterel would be more prominent than the lighting columns (refer site photograph 9.8). Full 'cut-off' lights would reduce the adverse effects on the protected area during the hours of darkness.

Mitigation of Cultural Heritage Impacts

- 4.12 Specific measures to mitigate the Cultural Heritage impacts are described in the separate Cultural Heritage report and are summarised below:

Site no	Site name	Grade of site	Overall impact	Proposed mitigation
45	Geophysical anomalies, north-east of Rosedale Farm	L	Slight adverse	Phase 3 watching brief, followed by Phase 4 and 5 work as appropriate
44	Prehistoric flint scatter and geophysical anomalies, east of Whyncrest	D	Slight adverse	Phase 1 trial trenching, followed by Phase 3, 4 and 5 work as appropriate
29	Holloway, Humber Howe	L	Slight adverse	Phase 1 earthwork survey complete Phase 3 watching brief, followed by Phase 4 and 5 work as appropriate
31	Former road, Mount Pleasant Farm	L	Slight adverse	Phase 1 earthwork survey complete Phase 3 watching brief, followed by Phase 4 and 5 work as appropriate
8	Linear feature (cropmark), south of The Dotterel Public House	L	Slight adverse	Phase 1 geophysical survey, followed by Phase 3, 4 and 5 work as appropriate
-	Whole construction corridor	-	-	Phase 3 watching brief, followed by Phase 4 and 5 work as appropriate
-	Southern 400m of route	-	-	Phase 1 geophysical survey, followed by Phase 3, 4 and 5 work as appropriate

SECTION V - CONCLUSIONS

- 5.1 The proposals would inevitably have some impact on the visual quality and character of the area. 12 properties would experience moderate or substantial adverse visual impact at scheme opening. However, this will be partly off-set by the considerable benefits experienced by approximately 30 properties in Reighton village which would benefit from the significant reduction in traffic using the existing A165.
- 5.2 The line of the bypass is protected in the Scarborough Local Plan. There are no planning designations directly affected by the scheme and only very minor visual impacts on the designated Heritage Coast south of The Dotterel. The setting of properties within the Reighton Conservation Area, including the listed buildings would be significantly improved by the re-alignment of the A165 away from the village centre. There are no Tree Preservation Orders on the line of the bypass.
- 5.3 A total of seven identified Cultural Heritage Sites would be affected within the proposed construction corridor. It is predicted that there would be a slight adverse impact on 5 of these sites.
- 5.4 Approximately 12 hectare (ha) of lower Grades 3 and 4 agricultural land would be lost to construction, although the bypass would not seriously impact on the viability of any farm holdings.
- 5.5 Approximately 2.4 Km of hedgerow would be lost to the scheme, although tree loss would be minimal.
- 5.6 The ecological impact of the scheme is considered to be slight. The loss of hedgerow and plantation woodland would be partly offset by new planting using native indigenous trees and shrubs. The creation of species-rich grassland on the verges of the new carriageway would result in a net increase in the extent of this habitat within the study area and offset the loss of existing areas of poor semi-improved grassland. The scheme would also result in a net increase in wetland habitat through the creation of a balancing pond.
- 5.7 The local badger population would be affected by the proposed scheme. Details of the impacts and mitigation recommendations can be seen in the separate confidential report.
- 5.8 The mitigation measures proposed including 4.9 Km of new hedgerow would lessen the impact on the surrounding landscape and would improve the quality / diversification of wildlife habitats compared to the existing situation.

The overall impacts of the scheme are assessed as:

Landscape and Visual	Slight Adverse
Nature Conservation	Slight Adverse
Cultural Heritage	Slight Adverse