

TAG Unit 3.3.7 – Landscape

Baseline Conditions

- 1.1. For the basis of this assessment, the landscape baseline study has been assessed using the townscape sub-objective from the Department for Transport WebTAG Environment objective. The WebTAG townscape guidance is very similar to the WebTAG landscape guidance and since the context is mostly townscape, apart from limited areas of landscape namely the park and ride sites at Stourton and Bodington, it was deemed that the Townscape sub-objective was the most appropriate method to be used. Therefore, the landscape assessment only covers the two park and ride sites which are located in more open locations.
- 1.2. The attached landscape worksheets indicate the Site Description, Geographical Scale, Rarity, Importance, Substitutability, Changes to the Do Minimum, Impact and Mitigation.
- 1.3. The Scheme is planned through one main landscape character area that can be defined as urban fringe. The use is broadly residential that is edged with open space that has existing educational, recreational and agricultural uses. The Park & Ride sites designated as in the approved Development plan. The site at Stourton is additionally designated as an area for employment use as well as leisure and tourism. These areas are generally of medium sensitivity. (See Character areas N08 & S08 on Figures 1 & 2 in Appendix 37).

Impact of Do Minimum

- 1.4. The impact on Do Minimum proposals on landscape is likely to see little change occurring at the proposed Bodington park and ride site. This means that there will be a **neutral** impact. However, considerable change is likely to occur at the proposed Stourton park and ride site. This means that there will be an **adverse** impact.

Impact of Preferred Scheme

- 1.5. The Preferred Scheme has been assessed as having a **slight adverse** impact on the landscape.
- 1.6. The effects of construction of the Preferred Scheme will result in the loss of an open grassland area (in the case of Stourton) and recreational Greenspace at Bodington.
- 1.7. The effects of operation of the Preferred Scheme will also result in visual and physical impact on these open areas mainly due to OHLE, increased hard surfacing areas and associated highway infrastructure. The loss of Greenspace (at Bodington) and open grassland (at Stourton) can however be mitigated with landscape planting to screen the proposed car parking. All mitigation measures for these impacts will be delivered in accordance with the principles set out in the 'Design Statement' and the Environmental

Statement. The neutral impact also results from the large scale development that is proposed at the Stourton park and ride site, irrespective of NGT.

Impact of Next Best Alternative

- 1.8. The impact of the Next Best Alternative has been assessed as having a **neutral** impact on landscape.
- 1.9. The effects of construction of the Next Best Alternative Scheme will also result in the loss of Greenspace and open grassland. It is likely that the park and ride sites for the Next Best Scheme will be smaller than the Preferred Scheme, therefore the impact and mitigation measures may be reduced.
- 1.10. The effects of operation of the Next Best Alternative will result in visual and physical impact on the landscape mainly due to increased hard surfacing areas and associated highway infrastructure. However, the loss of green space at both park and ride sites can also be mitigated with landscape planting to screen the proposed car parking and should be seen in the context of development proposed at Stourton regardless of NGT.

Impact of Lower Cost Alternative

- 1.11. The Lower Cost Alternative has been assessed as having a **neutral** impact on landscape.
- 1.12. The effects of construction of the Lower Cost Alternative will result with less impact on the landscape compared to the Next Best Alternative as the proposed alignment is utilising existing highway routes. It is likely that the park and ride sites for the Lower Cost Alternative will be smaller than the Next Best Scheme therefore the impact and mitigation measures may be reduced.
- 1.13. The effects of operation of the Lower Cost Alternative will result in less impact on the landscape compared to the Next Best Alternative but no additional mitigation will be offered as part of the Lower Cost Alternative and therefore the impact remains at the same neutral level.

TAG Unit 3.3.7 – Landscape: Worksheets

NORTH ROUTE

LANDSCAPE CHARACTER AREA N-08 - Otley Road (Lawnswood School to Otley Old Road)							PREFERRED SCHEME		NEXT BEST ALTERNATIVE		LOW COST ALTERNATIVE							
FEATURES	DESCRIPTION	GEOGRAPHICAL SCALE	RARITY	IMPORTANCE	SUBSTITUTABILITY	CHANGES TO DO MINIMUM	IMPACT	MITIGATION	IMPACT	MITIGATION	IMPACT	MITIGATION						
Summary of character by reference to Layout, Density and Mix, Scale, Appearance, Human Interaction, Cultural Aspects and Land Use.	Open loose low density urban form and grain dominated by mature trees which enhance the urban fringe feel. Northern section of Otley Road has prominent wide green central reservation. Roundabout with ring road is prominent in the centre as is the newly built Lawnswood school, Weetwood Hall and their associated playing fields. University playing fields at Bodington afford open views from the ring road/roundabout. Some residential use although it is generally well screened from the road by vegetation and tree cover. Little pedestrian activity.	There is nothing significant about the geographical scale of this landscape area.	Locally and subregionally common landscape	Landscape of low importance at regional level	The features which make this landscape distinctive would be easily replaceable	It is highly unlikely that there will be much change	The central reservation along this stretch of Otley Road will be removed along with the significant number of mature trees and grass it contains. Realignment of kerbs and redesigned roundabout with ring road to accommodate the Preferred Scheme. Loss of significant green element in the existing roundabout. Additional land uptake on north east corner of junction layout and associated tree loss. Greenspace loss to accommodate park and ride. Impact will be moderate adverse	New tree planting where possible, particularly to the newly created traffic islands at the roundabout with the ring road. Full screen planting and softening of the car parking area for Bodington park and ride to assist in integrating it into the landscape, including sustainable drainage. Public realm improvements along route to enhance pedestrian experience and reinforce character and value to area. Existing sports pitches will be relocated to a site off King Lane near Eccup. Mitigation could result in a neutral impact for the Preferred Scheme.	The central reservation along this stretch of Otley Road will be removed along with the significant number of mature trees and grass it contains. Realignment of kerbs and redesigned roundabout with ring road to accommodate the Next Best scheme. Loss of significant green element in the existing roundabout. Additional land uptake on north east corner of junction layout and associated tree loss. Greenspace loss to accommodate park and ride, although less than for the Preferred Scheme. Impact will be moderate adverse	New tree planting where possible, particularly to the newly created traffic islands at the roundabout with the ring road. Full screen planting and softening of car parking area for Bodington park and ride to help bed it into the landscape, including sustainable drainage. Public realm improvements along route to enhance pedestrian experience and reinforce character and value to area. Existing sports pitches will be relocated to a site off King Lane near Eccup. Mitigation could result in a neutral impact for the Preferred Scheme.	The Low Cost Alternative will run entirely on the existing carriage way. There will be a loss of greenspace to accommodate the park and ride, albeit a significantly reduced in size compared to the Preferred and Next Best schemes. Impact will be slight adverse	Additional mitigation will not be offered as part of the low cost option						
References sources: Gillespies December 2008 Character Analysis Study. Qualitative comments:						SUMMARY ASSESSMENT	MODERATE ADVERSE	- 2	NEUTRAL	0	MODERATE ADVERSE	- 2	NEUTRAL	0	SLIGHT ADVERSE	- 1	NEUTRAL	0

SOUTH ROUTE

LANDSCAPE CHARACTER AREA S-08 - M621 Junction and city/urban edge							PREFERRED SCHEME		NEXT BEST ALTERNATIVE			LOW COST ALTERNATIVE						
FEATURES	DESCRIPTION	GEOGRAPHICAL SCALE	RARITY	IMPORTANCE	SUBSTITUTABILITY	CHANGES TO DO MINIMUM	IMPACT	MITIGATION	IMPACT	MITIGATION	IMPACT	MITIGATION						
<p>Summary of character by reference to Layout, Density and Mix, Scale, Appearance, Human Interaction, Cultural Aspects and Land Use.</p>	<p>Urban fringe landscape characterised by rural feel greenspace flanked by urban housing/industrial use. Further intensified by the presence of major highway junctions. No urban grain or form to speak of, with little land use or cultural aspects</p>	<p>There is nothing significant about the geographical scale of this landscape</p>	<p>Locally and subregionally common landscape</p>	<p>Landscape of low importance at regional and local levels</p>	<p>Elements which make this landscape distinctive are not readily replaceable.</p>	<p>It is likely that change will occur to this area in the short, medium and long term as the area is identified as future employment & leisure use.</p>	<p>The Preferred Scheme will encroach on and reduce the presence of greenspace in the area for the Stourton park and ride site. There will be some loss of scrub vegetation and trees although it will be predominantly grassland which is affected. OHLE will be obvious and at odds with the more 'rural fringe' nature of the area. The creation of a new bridge structure under Westbury Place North will further increase the impact of the Preferred Scheme. It is likely to be slight adverse</p>	<p>Significant levels of structured screen planting and improvements to pedestrian/cycle routes will effectively mitigate the impact of the Preferred Scheme on this area. Enhanced planting along with the opportunity to create a prominent gateway item to the city will greatly improve the area and help offset the larger impact of the car parking facilities associated with the park and ride. In addition, the location of the park and ride set below the existing roads and surrounding housing provides improved screening.</p>	<p>The Next Best Alternative will marginally encroach on and reduce the presence of greenspace in the area for the Stourton park and ride site. However, the park and ride facilities will be smaller in size compared to the Preferred Scheme. There will be some loss of scrub vegetation and trees although it will be predominantly grassland which is affected. It is likely to be slight adverse. The remaining elements of the proposals will utilise the existing highway infrastructure that will see some widening and vegetation loss. The impact is considered to be slight adverse</p>	<p>Significant levels of structured screen planting and improvements to pedestrian/cycle routes will effectively mitigate the impact of the Next Best Alternative on this area. Enhanced planting along with the opportunity to create a prominent gateway item to the city will greatly improve the area and help offset the larger impact of the car parking facilities associated with the park and ride. In addition, the location of the park and ride set below the existing roads and surrounding housing provides improved screening</p>	<p>The Low Cost Alternative will marginally encroach on and reduce the presence of greenspace in the area. However, the park and ride facilities will be smaller in size compared to both the Preferred Scheme and the Next Best Alternative. There will be some loss of scrub vegetation and trees although it will be predominantly grassland which is affected. The remaining elements of the proposals will utilise the existing highway infrastructure. The impact is considered to be neutral</p>	<p>Some mitigation will be offered as part of the low cost option</p>						
<p>References sources: Gillespies December 2008 Character Analysis Study. Qualitative comments:</p>						<p>SUMMARY ASSESSMENT</p>	<p>SLIGHT ADVERSE</p>	<p>-1</p>	<p>NEUTRAL</p>	<p>0</p>	<p>SLIGHT ADVERSE</p>	<p>-1</p>	<p>NEUTRAL</p>	<p>0</p>	<p>NEUTRAL</p>	<p>0</p>	<p>NEUTRAL</p>	<p>0</p>

SUMMARY AND OVERALL IMPACT TABLE FOR LANDSCAPE AND TOWNSCAPE

ROUTE	PREFERRED SCHEME		NEXT BEST ALTERNATIVE		LOW COST ALTERNATIVE	
	IMPACT	MITIGATION	IMPACT	MITIGATION	IMPACT	MITIGATION
NORTHERN ROUTE	-1.75	+0.125	-1	+0.625	-0.625	-0.5
CITY HUB	-1.5	+1.5	-0.75	+0.75	-0.75	-0.75
SOUTHERN ROUTE	-0.875	+0.675	-0.375	+0.375	0.	0
EAST ROUTE	-1.6	+1	-1.6	+0.6	-0.6	-0.6
OVERALL	-1.431	+0.825	-0.931	+0.587	-0.493	-0.462