

Wylfa Newydd Project

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Contents

10	Landscape and visual	1
10.1	Introduction	1
10.2	Study area	1
10.3	Baseline environment	1
	<i>Landscape</i>	2
	<i>Visual</i>	11
	<i>Evolution of the baseline</i>	16
10.4	Design basis and activities	16
	<i>Construction</i>	16
	<i>Operation</i>	18
	<i>Decommissioning</i>	19
10.5	Assessment of effects.....	19
	<i>Construction</i>	22
	<i>Operation</i>	26
	<i>Decommissioning</i>	32
10.6	Additional mitigation.....	36
	<i>Construction</i>	37
	<i>Operation</i>	37
10.7	Residual effects	37
10.8	References	55

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10 Landscape and visual

10.1 Introduction

- 10.1.1 This chapter describes the assessment of potential landscape and visual effects resulting from the construction, operation and decommissioning of the Logistics Centre at Parc Cybi (hereafter referred to as the ‘Logistics Centre site’).
- 10.1.2 Please refer to chapter B10 (landscape and visual) (Application Reference Number: 6.2.10) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the landscape and visual assessment; and assessment methodologies and criteria.

10.2 Study area

- 10.2.1 This section describes the study area(s) relevant to the landscape and visual assessment for the Logistics Centre site.
- 10.2.2 The overarching study area for the definition of the baseline landscape and visual conditions has been broadly defined by the extent to which the Logistics Centre site is likely to be visible from the surrounding landscape. This has been determined by a combination of computer-generated Zone of Theoretical Visibility (ZTV) mapping, as described in section 10.4 of chapter B10 (Application Reference Number: 6.2.10) of this Environmental Statement, and site appraisal.
- 10.2.3 Figure H10-1 (Application Reference Number: 6.8.29) shows theoretical visibility within the surrounding landscape. The study area is focused on this area and is shown on figure H10-1 (Application Reference Number: 6.8.29).
- 10.2.4 The overarching 6km study area for the landscape and visual assessment has been informed by the computer generated ZTV, which shows the theoretical visibility of the Logistics Centre site.
- 10.2.5 Although theoretical visibility of the Logistics Centre site proposals extends up to 6km from the Logistics Centre site, site appraisal has shown that actual views towards the Logistics Centre site are likely to be limited beyond 2km due to surrounding topography and vegetation. There are therefore unlikely to be any significant effects on landscape character and visual receptors beyond 2km. This is because visual effects would diminish with distance and when viewed from more than 2km there are unlikely to be any significant visual effects. The assessment has therefore been focused on a detailed study area of 2km from the Logistics Centre site.

10.3 Baseline environment

- 10.3.1 This section provides a summary of the baseline conditions for landscape and visual within the study area described in section 10.2.
- 10.3.2 The landscape and visual baseline for the key receptors was identified following baseline studies and an understanding of the potential effects likely

to arise from the main construction, operation and decommissioning of the Logistics Centre site.

10.3.3 For a landscape and visual effect to occur, there must be a link between the source of the effect and the receptor. This would result from either a direct physical effect on the landscape, or intervisibility between the receptor and the main construction, operation and decommissioning activities of the Logistics Centre site development, which result in a direct visual effect on the viewer, or an indirect effect on landscape character. Intervisibility has been established by ZTV modelling, as described in section 10.4 of chapter B10 (Application Reference Number: 6.2.10) of this Environmental Statement and later verified by site survey undertaken in May 2017.

10.3.4 In accordance with the *Guidelines for Landscape and Visual Impact Assessment, Third Edition* (GLIVIA3) [RD1], key landscape and visual receptors have been identified as set out below. Landscape or visual receptors within the study area that would have no intervisibility with the construction, operation and decommissioning works for the Logistics Centre site have not been included as potential receptors.

Landscape

Landscape receptors

10.3.5 The two types of landscape receptors that have been identified are:

- specific landscape elements; and
- landscape character.

10.3.6 However, effects on landscape elements would also have an effect on the landscape character. As such, the assessment of effects on landscape elements has been incorporated into the assessment of effects on landscape character.

10.3.7 Potential effects on the adjacent Ty Mawr Standing Stone and Trefignath Burial Chamber Scheduled Monuments, and their setting, shown in figure H10-2 (Application Reference Number: 6.8.29) are considered in chapter H11 (cultural heritage) (Application Reference Number: 6.8.11). There is public access to both sites. The assessment of the visual effects for visitors to both sites has been included in this assessment.

10.3.8 The principal landscape elements that have been considered as landscape receptors within the study area comprise:

- landform;
- trees and woodland;
- scrub;
- field boundaries, including hedgerows and stone walls;
- rock outcrops; and
- pasture.

10.3.9 The Logistics Centre site proposals would not have any direct or indirect effects on physical seascape elements, ancient woodland and waterbodies, which therefore have been scoped out as potential receptors.

Local landscape context

10.3.10 Figure H10-2 (Application Reference Number: 6.8.29) illustrates the local landscape context of the Logistics Centre site. For the purposes of this assessment, this has been defined by the 2km detailed study area, which was informed by the ZTV study and site survey.

10.3.11 The Logistics Centre site lies approximately 1.5km to the south-east of Holyhead town, close to Junction 2 of the A55 and to the south of the A55 and Chester to Holyhead railway line. To the north of the A55 and railway line, there are a number of industrial and retail developments including Penrhos Retail Park, Penrhos Industrial Estate and the former aluminium works. The Kingsland residential area is situated further to the north-west, whilst Trearddur Bay Golf Club and Holyhead Leisure Centre are located to the west, beyond an area of open countryside.

10.3.12 Figure H10-3 (Application Reference Number: 6.8.29) illustrates the local topography influencing the Logistics Centre site. Landform generally rises in a north-westerly direction across Holy Island towards Holyhead Mountain, which provides a prominent landmark rising to 220m Above Ordnance Datum (AOD), the highest point on Holy Island and Anglesey. The detailed study area is gently undulating with rock outcrops and low-lying areas generally between 5m and 19m AOD with many small hills and depressions interspersed with rock outcrops. The areas of rock outcrops extend throughout the rural landscape to the south and west generally along a north-east to south-west alignment and form a prominent topographical feature rising in places to 30m AOD in height.

10.3.13 Land use is predominantly a mix of agricultural and urban edge uses with some well-defined industrial and retail areas to the north. Towards the south and west, the area is more rural, being managed for pasture around numerous rocky outcrops and a small field pattern. To the south-west, residential properties on Llon St Ffraid and Penrhyn Geiriol form the northern fringes of Trearddur Bay. Towards the urban edge of Kingsland, land use becomes more varied with a range of recreational activities such as a golf course, a leisure centre and a truck stop.

10.3.14 Two major transport routes cross the detailed study area from east to west along the coast. These are the A55 and the Chester to Holyhead railway line, both located to the north of the Logistics Centre site. The B4545 runs from north to south to the west of the wider Parc Cybi site. Local roads weave through the rural landscape linking settlements and occasional farms and residential properties.

10.3.15 Housing development within Kingsland and scattered along existing lanes is an eclectic mix of styles and materials. Farmsteads are generally close to roads with a few isolated properties along trackways and minor roads. Lighting is present along roads in the built up urban edge.

10.3.16 Land cover to the south of the A55 is predominantly of small pasture fields, delineated by a mixture of fencing, stone walls and low, windswept hedgerows and tree belts with some areas of standing water for livestock. Trees and woodland within the detailed study area are relatively limited, as shown on figure H10-2 (Application Reference Number: 6.8.29). The main concentration of woodland is associated with the A55, around the former aluminium works, at Penrhos Coastal Park and to the south-east of the detailed study area. Areas of marshy grassland and ditches run parallel to rock outcrops.

10.3.17 Figure H10-2 (Application Reference Number: 6.8.29) shows the relationship of the detailed study area to the adjoining settlement of Holyhead and Trearddur. It also shows the adjacent road and Public Rights of Way (PRoWs) network, including the Wales Coastal Path and National Cycle Network Route 8 Lon Las Cymru located to the north of the detailed study area.

10.3.18 The Lon Trefignath cycle path (local cycle route) runs along the south boundary of the Logistics Centre site providing a link between Holyhead and Trearddur Farm Caravan Park.

10.3.19 The Trefignath Burial Chamber Scheduled Monument is located approximately 30m to the south-east of the Logistics Centre site boundary. The Ty Mawr Standing Stone Scheduled Monument is located approximately 380m from the western boundary of the development site.

10.3.20 A number of overhead powerlines cross the detailed study area, and there is a sub-station and mast located approximately 150m to the north-west of the Logistics Centre site.

Landscape description of the site

10.3.21 The site is bordered by the A55 to the north and Parc Cybi, an industrial estate service road, to the south, a sub-station to the west and open countryside to the east.

10.3.22 The site comprises semi-improved grassland and bare ground with a small woodland area beside the western boundary, and an area of scrub in its southern corner. A ditch runs along the northern edge of the development site and a pond lies between the site's northern boundary and the A55 to the north. This is assumed to be a storm water balancing pond for the A55.

10.3.23 The topography of the site is low-lying and undulates from lower ground (6.99m AOD) to the north-west to higher ground (15.96m AOD) to the south, with an area of rock outcrop in the south-east corner of the site.

10.3.24 The site is enclosed by a low stone wall to the south and intermittent hedgerow /scrub planting and low post and wire fencing to the north and east.

10.3.25 The Lon Trefignath cycle path runs along the Parc Cybi service road and crosses the site entrance to the Logistics Centre site.

Landscape character

10.3.26 A review of published landscape character information was carried out in order to gain an understanding of the nature and value of the landscape character in the detailed study area.

10.3.27 A summary description of landscape character is provided below for each of the landscape designations identified as potential character receptors. Descriptions are taken from published sources of landscape character. Published sources exist at various scales, from national level down to more local-level LANDMAP Geological Landscape, Visual and Sensory Landscape Habitats dataset Level 3 [RD2-RD6] descriptions of aspect areas. Landscape Character Areas (LCAs), LANDMAP areas and landscape designations are shown in figure H10-4 (Application Reference Number: 6.8.29). Further information on published sources of landscape character is provided in appendix H10-1 (published sources of landscape character) (Application Reference Number: 6.8.21).

10.3.28 Although theoretical visibility of the Logistics Centre site proposals extends up to 6km from the Logistics Centre site, in light of site surveys there are unlikely to be any significant effects on landscape character beyond 2km. The following description of landscape character therefore focuses on the 2km detailed study area where potentially significant effects might occur.

Isle of Anglesey Area of Outstanding Natural Beauty (AONB)

10.3.29 The extent of the Isle of Anglesey AONB within the detailed study area is shown in figure H10-2 (Application Reference Number: 6.8.29). The Logistics Centre site and the majority of the detailed study area are largely located within the Isle of Anglesey AONB with the exception of Holyhead town, part of the former aluminium works and the settlement of Trearddur.

10.3.30 No formal landscape character assessment of the Isle of Anglesey AONB exists. However, there are a number of published sources describing landscape character within the Isle of Anglesey AONB, which supplement the special qualities and characteristics set out in the *The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan Review 2015 – 2020* [RD7] (hereafter described as the ‘Isle of Anglesey AONB management plan’) and the *State of the AONB Report for Anglesey* [RD8].

10.3.31 The Isle of Anglesey AONB management plan [RD7], describes the Isle of Anglesey AONB at Section 3, paragraph 3.1 (page 6) in the following terms: *“The coastline of Anglesey, many stretches of which are isolated, contributes much to the island’s appeal. Rugged cliffs, sandy bays, marshes, dunes ...and the windswept slopes of Holyhead mountain... give great variety of scene.”*

10.3.32 The coastline is considered in the Isle of Anglesey AONB management plan to be a defining feature of the Isle of Anglesey AONB, along with substantial areas of land which form the essential backdrop to the coast. However, it is recognised that the character of the landscape has been influenced by centuries of farming, as well as traditional industries such as quarrying. Agriculture is the main land use in the Isle of Anglesey AONB, and stone walls, hedgerows and field patterns are an integral part of the landscape.

10.3.33 The Isle of Anglesey AONB management plan lists the following features and special qualities of the Isle of Anglesey AONB, relevant to this assessment and detailed study area, as follows:

- traditional agricultural landscape features;

- geological and geomorphological features;
- expansive views;
- peace and tranquillity;
- islands around Anglesey;
- broad-leaved woodland;
- species-rich roadside verges;
- built environment including Conservation Areas and Listed Buildings;
- ancient monuments/historic landscape, parks and gardens;
- rural agricultural communities;
- PRoW network; and
- accessible land and water.

10.3.34 Figure H10-2 (Application Reference Number: 6.8.29) shows the extent of the Isle of Anglesey AONB in relation to the following published sources of information on landscape character, where there is considered to be the potential for changes to landscape character as a result of the Logistics Centre site construction, operation and decommissioning activities. The National Landscape Character Assessment – Area NLCA 01 Anglesey Coast [RD9] provides information on National Landscape Character Areas (NLCA) and the *Anglesey Landscape Strategy Update 2011* [RD10] provides information on county LCAs:

- Natural Resources Wales (NRW) [RD9], National LCA 01: Anglesey Coast;
- The Isle of Anglesey County Council (IACC) [RD10], LCA 2: Holy Island;
- The IACC [RD10], LCA 3: Inland Sea;
- LANDMAP [RD6] visual and sensory aspect, Level 3, Holy Island;
- LANDMAP [RD6] visual and sensory aspect, Level 3, Holyhead;
- LANDMAP [RD6] visual and sensory aspect, Level 3, Aluminium Works;
- LANDMAP [RD6] visual and sensory aspect, Level 3, Penrhos Coastal Park;
- LANDMAP [RD6] visual and sensory aspect, Level 3, A55 corridor; and
- LANDMAP [RD6] visual and sensory aspect, Level 3, Trearddur.

10.3.35 NLCAAs have been defined by NRW at a broad scale across Wales, each with its own distinctive character and sense of place. These character areas provide the top tier in the hierarchy of landscape characterisation in Wales. The Anglesey Coast LCA encompasses Holy Island and a continuous broad coastal margin on Anglesey, including the Isle of Anglesey AONB. The key characteristics of the extensive national character area are wide ranging and include marked contrasts, for example between the striking and windswept heathland landscapes of the wild coastline at Holyhead Mountain and green pastoral landscapes inland away from the immediate coastal edge. There is a strong south-west to north-east geological orientation, resulting in an

undulating topography which is evident across Holy Island. A great variety of coastal types exists, ranging from sheer coastal cliffs and dramatic rocky headlands at the North and South Stack, to small sandy coves such as Beddmanarch Bay. Notable vegetation cover includes the striking and windswept heathland landscapes of the wild coastline, for example at Holyhead Mountain and the North and South Stack. Traditional features include cloddiau with occasional stone walls and hedgerows.

10.3.36 Prehistoric sites include the Ty Mawr Standing Stone and the Trefignath Burial Chamber Ancient Monuments to the south of the A55 within the Logistics Centre site detailed study area. Contemporary coastal settlements often relate to former industry, such as the port town of Holyhead. However, more recently, 20th century coastal development tends to relate to tourism and retirement property. The former aluminium works is a prominent landmark on the north coast of Holy Island, with its tall, widely visible chimney.

10.3.37 The IACC LCA 2 Holy Island encompasses the majority of the detailed study area and Holy Island and the IACC Inland Sea LCA extends along the eastern side of the detailed study area. The key characteristics of LCAs applicable to the Isle of Anglesey AONB are described in paragraph 10.3.40 below.

10.3.38 The LANDMAP [RD6] visual and sensory aspect areas (VSAA) applicable to the Isle of Anglesey AONB are described in paragraph 10.3.41 below.

Special Landscape Areas (SLAs)

10.3.39 The closest SLAs to the Logistics Centre site are SLA 14: Mynydd Mechell and Surrounds, located approximately 13km to the north-east of the site, and SLA 11: Maltreath Marsh and Surrounds, located approximately 15km to the east-south-east. These areas are both substantially beyond the 6km radius ZTV and detailed study area adopted to identify potentially significant effects. Therefore, it is considered that the proposals would not give rise to significant direct or indirect effects on these SLAs and they have been discounted as receptors from this assessment.

Isle of Anglesey County Council Landscape Strategy, Update 2011

10.3.40 As shown on figure H10-4 (Application Reference Number: 6.8.29), at a county level, there are two LCAs identified in the *Anglesey Landscape Strategy Update 2011* [RD10] within the detailed study area for the Logistics Centre site; these are LCA 2: Holy Island and LCA 3: Inland Sea.

- LCA 2: Holy Island encompasses the majority of Holy Island and extends across the majority of the detailed study area. The LCA is a physically distinct unit separated from the main island but linked by a causeway (Stanley Embankment) and the Four Mile Bridge. It falls into two distinctive sub units, separated by the development corridor of Holyhead-Trearddur along the B4545 road. To the north, the landscape is relatively low lying but, due to the underlying geology, it has a number of craggy outcrops. The area has small fields, and boundaries of typically stone walls or gorse hedges. The fir trees that grow here exhibit a windblown form. To the south of the road, the area is of a more undulating terrain.

Here glacial cover is more widespread, with discrete rock outcrops and areas of coastal and estuarine alluvium. The IACC's description of landscape character also makes reference to the AONB, Penrhos Country Park and a number of important habitats including a Site of Special Scientific Interest.

- LCA 3: Inland Sea separates Holy Island from Anglesey and extends along the eastern coastal margin of the detailed study area from Penrhos Coastal Park to the east side of Trearddur. The key feature of the LCA is the wide area of Holy Island Strait impounded by the Stanley Embankment (built by Telford) to the north running down to Four Mile Bridge. The area is influenced by tidal currents making it popular for water sports and boat users. In more recent years, the embankment has been widened to carry firstly the railway and now the A55 road to Holyhead. This has increased noise and movement in the area. The IACC's description of landscape character also makes reference to the Isle of Anglesey AONB.

NRW LANDMAP Level 3 information

10.3.41 The detailed study area has been analysed in more detail within the NRW LANDMAP Level 3 information. The LANDMAP VSAs where there is considered to be the potential for changes to landscape character within the detailed study area comprise the following.

- The LANDMAP Aluminium Works [RD6] lies to the north of the Logistics Centre site, which is included and noted as a 'change detection' at the end of the description. This large factory and adjacent industrial estate is on the outskirts of Holyhead. The Level 3 description makes reference to its single tall chimney being a landmark seen from much of Holy Island and north-west Anglesey, and presumably also from approaching ferries. Dense screening woodland along the A5 corridor means that the former aluminium works are hidden from view from the east side. From the A55 and railway, however, there are open unattractive views into the site. Change detection 2014: major new retail/business developments in western part, and new business/industrial estate being developed on other side of A55 now included in this aspect areas.
- The LANDMAP Holy Island [RD6] VSAA encompasses most of the island. The area is low-lying with a pattern of low craggy ridges and marshy bottoms. The small roads also follow these alignments along the sides of the ridges serving the scattered houses and farms giving access to the popular beaches of the west coast. There are small fields with sheep, stone walls and gorse hedges. The few trees are wind-pruned. There is limited tourist development, with a few caravan/camping sites, but it remains unspoilt, with good views to the coast and to Holyhead Mountain, with a feeling of maritime openness. The quiet atmosphere is shattered during weekdays by jets from nearby RAF Valley. Housing on the edge

of Holyhead has expanded into this area, and a new industrial estate lies adjacent to the A55.

- The LANDMAP Holyhead [RD6] lies to the north-west of the Logistics Centre site. This constitutes a medium-sized town situated on the east coast of Holy Island. The town centre is located on rising ground above the harbour. It grew as a cross channel port in the nineteenth century and much of the centre and housing dates from that time. The town is run-down in places despite recent improvements to facilities. It is, however, in a fine location, with the wild Holyhead Mountain rising steeply behind and views across the harbour to the sea and north-west coast of Anglesey beyond. It is considered an important part of a traveller's first impression of Wales when arriving from Ireland on the ferry.
- The LANDMAP Penrhos Coastal Park [RD6] lies to the far north and north-east of the detailed study area to the north of the A5. The area lies immediately east of Holyhead, between the A5 and the sea. It is part of the former estate of the Stanley's and has a central farm complex and plantation woodlands. It is popular for walking in the woodland and enjoying the views along the coast.
- The LANDMAP A55 corridor [RD6] lies to the north of the Logistics Centre site. The A55 dual-carriageway corridor crosses Anglesey and Holy Island diagonally and has six interchanges, with intrusive raised roundabouts, signs and lighting. On the whole, the corridor fits well into the gently undulating topography and is not particularly conspicuous. It has shallow cuttings and embankments, with mainly hedges alongside. From the road, there are views across the pleasant countryside and more dramatic views of the coast towards Holyhead.
- The LANDMAP Trearddur [RD6] lies to the south-west of the Logistics Centre site. This dispersed settlement is located on the narrowest part of Holy Island. It consists of various housing estates, areas of bungalow development, caravan parks and holiday accommodation with fields in-between. It straggles along the western coast and thrives as a holiday resort in the summer. It is centred on the attractive sheltered Trearddur Bay and, being near Holyhead, is popular for water sports and bathing. Most of the buildings are poor quality and the settlement has a haphazard appearance.

10.3.42 Extracts from the above published sources of information are contained in appendix H10-1 (Application Reference Number: 6.8.21).

Applicability of published landscape character information

10.3.43 The Logistics Centre site lies within the LCA 2: Holy Island, LANDMAP VSAA Aluminium Works, and is adjacent to VSAA Holy Island, VSAA Holyhead, VSAA Trearddur and the VSAA A55 corridor as detailed on figure H10-4 (Application Reference Number: 6.8.29).

10.3.44 The landscape in and surrounding the Logistics Centre site is considered to be representative of the published character areas. The area is predominantly a rural landscape with undulating pastoral fields and prominent rock outcrops influenced by the urban edge of Kingsland and a major transport corridor (A55, Chester to Holyhead railway line).

10.3.45 The presence of the Road King truck stop, Parc Cybi service road, electricity sub-station and mast within the immediate vicinity of the Logistics Centre site; and the A55, Chester to Holyhead railway line, former aluminium works, Penrhos Retail Park, Penrhos Industrial Estate further north decrease tranquillity of the area and erode the rural landscape character increasing the presence of man-made structures within the landscape.

Landscape value

10.3.46 Landscape and related designations provide a starting point for the assessment of landscape value. The value of designations and other areas within the detailed study area have been assessed as follows. High landscape value includes the Isle of Anglesey AONB. Also of High value are settings of Listed Buildings and Scheduled Monuments, including Ty Mawr Standing Stone and Trefignath Burial Chamber, which, although addressed within chapter H11 (Application Reference Number: 6.8.11), contribute to landscape value. Trefignath Burial Chamber is included in the Register of Parks and Gardens of Special Historic Interest in Wales [RD11].

10.3.47 Medium landscape value includes LCAs and Low landscape value includes landscapes which do not have any formal designation, but that are considered to have value to communities (no potential landscape receptors within the detailed study area have been identified as being of low landscape value).

10.3.48 Other factors taken into consideration when assessing landscape value for the Landscape and Visual Impact Assessment have included the presence of adjacent industry including the former aluminium works, A55, Chester to Holyhead railway line, Penrhos Industrial Park and Penrhos Retail Park which tend to lower the local landscape value in close proximity. Conversely some features such as the existing mosaic of woodland to the north-east of the former aluminium works and to the south-east of the site, could be said to elevate the value of local landscape character.

10.3.49 The physical landscape receptors identified within the Logistics Centre site detailed study area are not in themselves designated, although some lie within designations. There is therefore a need, where relevant, to consider factors such as landscape quality, scenic quality, representativeness, conservation interest and recreational value.

10.3.50 The undulating landform with rock outcrops is considered to be of medium value for its scenic quality and its contribution to the surrounding landscape, including the character of the Isle of Anglesey AONB, as well as its geological interest.

10.3.51 Trees, woodland and scrub present within the detailed study area are in variable condition and states of management, but overall are considered to be of medium value for the contribution they make to the scenic quality and

recreational value in softening the visual effect of the adjacent transport corridor and the former aluminium works in local views. Similarly, field boundaries, which comprise a mix of hedgerows, and dry stone walls, are considered fairly typical of the locality and in variable condition and therefore of medium value overall.

10.3.52 The existing ditches and attenuation pond within the vicinity of the Logistics Centre site are relatively minor features within the detailed study area in their present form. They are therefore considered to be of low landscape value.

10.3.53 The local landscape character of the detailed study area is, on balance therefore to be of medium landscape value. This assessment recognised the value of the detailed study area key characteristics in conjunction with the extent of the AONB, but in the context of the adjacent A55, Chester to Holyhead railway line, Penrhos Industrial Estate, electricity sub-station and overhead mast, truck stop and former aluminium works.

Visual

Extent of visibility and effects of distance

10.3.54 The ZTV (figure H10-1) (Application Reference Number: 6.8.29) shows that theoretical visibility of the Logistics Centre site, main construction and operation activities would be largely concentrated within a radius of 6km from the centre of the site for lighting (12m high columns) and the Logistics Centre site buildings (3.5m to 5.5m high). However, site visits have confirmed that actual views of the Logistics Centre site proposals from publicly accessible locations are likely to be very limited beyond 2km and would be confined to a small number of distant publicly accessible viewpoints from locally elevated ground.

10.3.55 Views and potential visual receptors within the detailed study area are described below. The viewpoint locations are shown in figure H10-5 (Application Reference Number: 6.8.29). A series of photographs from viewpoint locations are provided in appendix H10-4 (representative viewpoints) (Application Reference Number: 6.8.24).

10.3.56 The gently undulating landscape, Holyhead town, the former aluminium works, industrial and retail developments within the Holyhead-Trearddur development area, the Stanley embankment and hedgerow and trees limit visibility within the area. The former aluminium works is a prominent feature to the north beyond the established planting along the A55 and railway line transport corridor. Vertical elements of note include the former aluminium works chimney, electricity masts and lighting columns along the A55, A4545, Parc Cybi service road, Road King truck stop and throughout the detailed study area.

Description of existing views (by receptor)

10.3.57 The detailed descriptions of the baseline views from the representative viewpoints are included in appendix H10-3 (visual effects schedule) (Application Reference Number: 6.8.23). The existing daytime views within the detailed study area are described below by reference to the main groups

of visual receptors. The relative distance from the Logistics Centre site is defined broadly in table H10-1 as follows:

Table H10-1 Distance categories

Nature of view	Distance
Local views	Up to 1km
Middle-distance views	1km to 5km
Distant views	5km to 10km
Very distant views	Over 10km

10.3.58 Principal visual receptors comprise the following groups of people:

- recreational receptors: walkers using PRoWs, and cyclists on the Lon Trefignath cycle path (local) and Parc Cybi service road cycleway;
- community receptors: residents in Kingsland and along Kingsland Road, and within Penrhyn Geiriol and Hunter Chase, Trearddur;
- transient receptors: travellers on the A55, A5, A5153, B4545 and Parc Cybi service road; and
- visitors to Trefignath Burial Chamber, Ty Mawr Standing Stone and Holyhead Mountain.

10.3.59 The viewpoint locations and visual receptors in table H10-2 are shown on figure H10-5 (Application Reference Number: 6.8.25). The photographs of the representative viewpoints can be found in appendix H10-4 (Application Reference Number: 6.8.24).

Table H10-2 Viewpoint locations

Viewpoint number	Viewpoint description
Recreational receptors	
6	Representative view for walkers on PRoW, and also A5153.
9	Representative view for walkers on PRoW, to the south-east of Plas Road.
3	Representative view for users of the shared cycleway/footway along the Parc Cybi service road, also Parc Cybi service road.
5	Representative view for users of the Lon Trefignath cycle path (local).
Community receptors	
4	Representative view for residents in Kingsland, also B4545 road.
7	Representative view for residents in Penrhyn Geiriol and Hunters Chase, Trearddur.

Viewpoint number	Viewpoint description
Transient receptors	
3	Representative view for travellers on the Parc Cybi service road.
6	Representative view for travellers on A5153.
4	Representative view for travellers on B4545.
Visitors to Holyhead Mountain	
8	Representative view from the south-east side of Holyhead Mountain.
Visitors to the Trefignath Burial Chamber	
1	Representative view for visitors to the Trefignath Burial Chamber.
Visitors to the Ty Mawr Standing Stone	
2	Representative view for visitors to the Ty Mawr Standing Stone.

Recreational receptors

10.3.60 The PRoW on the A5153 to the south of the A55 Junction 2 (viewpoint 6) and to the south-east of the settlement of Kingsland has elevated panoramic views from south to west across open pastoral farmland with the Logistics Centre site visible to the south-east beyond the Ty Mawr Standing Stone. Mature woodland planting screens the south-east urban edge of Kingsland with Holyhead Mountain visible above the tree line to the far north-west. The former aluminium works chimney and Penrhos Industrial Estate are visible above the A55 Junction embankment tree planting to the north-east. There are open views of Holyhead Leisure Centre to the south. This is the only PRoW located within 1km of the Logistics Centre site. Views from more distant footpaths to the west are generally obscured by intervening landform and vegetation. There are elevated long distance panoramic views from the PRoW to the south-east of Holyhead Mountain (viewpoint 9) north to south across pastoral farmland on gently undulating landform with woodland and scattered properties, and Holyhead town with the former aluminium works visible in the far distance

10.3.61 The Parc Cybi service road has a shared-use cycleway/footway to the north of the route (viewpoint 3) which extends through what would be the entrance of the Logistics Centre site along the south-east boundary of the Logistics Centre site. The cycleway/footway has open uninterrupted views across gently undulating pastoral farmland and close-range views of the Logistics Centre site. The Penrhos Industrial Park and former aluminium works and chimney are visible above the skyline to the north. Mature woodland planting screens the south-east urban edge of Kingsland with Kingsland Windmill and Holyhead Mountain visible above the tree line to the north-west. The route has open views of the Road King truck stop to the south.

10.3.62 The Lon Trefignath cycle path extends across the wider Parc Cybi site providing a link between Trearddur and Kingsland. Mature planting along the A55 and the A5153 overbridge contain views to the north and north-west. To the south-east to south-west, there are open views across gently undulating pastoral farmland towards rocky outcrops and small groups of housing on elevated ground filtered by scrub and hedgerow field boundaries. The Road King truck stop is visible to the south-west.

10.3.63 The value of views experienced by users of the local PRoW and the Lon Trefignath cycle path relate mainly to landscape designations which feature in the view. The viewpoints are considered to be of high value in recognition of the Isle of Anglesey AONB of the land they overlook.

Community receptors

10.3.64 The settlement of Kingsland is located on slightly elevated ground on the southern edge of Holyhead (viewpoint 4). The settlement is predominantly of high-density, two-storey, semi-detached houses with some bungalows, which limit or focus most residential views. Views are generally of short to medium distance, restricted by surrounding topographical changes and the mature woodland strip along the south-east edge of the settlement. The properties located along the urban edge have middle distance views across undulating pastoral farmland south-east towards the Logistics Centre site. The former aluminium works is visible to the far north.

10.3.65 A small group of properties along the A4545 extending out from Kingsland urban edge (viewpoint 4) has similar slightly elevated panoramic local views. These are across gently undulating pastoral farmland and the Road King truck stop towards the Logistics Centre site. Some views are obscured by intervening landform and scrubby rock outcrops. The Logistics Centre site is visible in the middle distance to the south-east with the former aluminium works visible beyond.

10.3.66 The detached houses and bungalows along Penrhyn Geiriol and Hunters Chase, Trearddur (viewpoint 7) are located on slightly elevated ground within undulating pastoral farmland. Views towards the Logistics Centre site are limited to the detached houses and bungalows located on the north and north-east side of the roads. The properties have direct and oblique middle distance views north-eastwards across the undulating landform towards the Logistics Centre site with the former aluminium works visible beyond. Some views are obscured by the intervening scrubby rock outcrops and garden vegetation.

10.3.67 The value of views experienced by local communities varies. However overall they are considered to be of high value due to their location within the AONB and the number of viewers affected.

Transient receptors

10.3.68 The A55 lies approximately 50m to the north of the Logistics Centre site passing east to west across the detailed study area. The route has intermittent views south towards the Logistics Centre site, through gaps in the mature scrub planting on shallow embankments that extend along the southern side

of the route. Further to the west, views are screened by the rising embankments of the A55 Junction 2 Ty Mawr Interchange.

10.3.69 A5153 (viewpoint 6) is located to the south of the A55 Junction 2. The route has transient slightly elevated panoramic views from south to west across open pastoral farmland and the Road King truck stop, with the Logistics Centre site visible to the south-east beyond the Ty Mawr Standing Stone. Mature woodland planting screens the south-eastern urban edge of Kingsland with Holyhead Mountain visible above the sky line to the far north-west. There are open views southwards along the route of the Holyhead Leisure Centre.

10.3.70 B4545 (viewpoint 4) extends southwards from the southern edge of Kingsland to northern edge of Trearddur. There are slightly elevated panoramic long distance transient views across gently undulating pastoral farmland filtered by hedgerow and scrub field boundaries. Views are obscured by intervening landform and scrubby rock outcrops. To the east, the Logistics Centre site is visible in the middle distance and the former aluminium works is visible above the treeline beyond.

10.3.71 Parc Cybi service road (similar to viewpoint 3) extends along the south-east boundary of the Logistics Centre site from Kingsland in the north-west to Trearddur in the south-east. The route has open uninterrupted transient views across gently undulating pastoral farmland and close-range direct views of the Logistics Centre site. The Penrhos Industrial Park and former aluminium works are visible above the skyline to the north. Mature woodland planting screens the south-east urban edge of Kingsland with Kingsland Windmill and Holyhead Mountain visible above the sky line to the north-west. The route has open views of the Road King truck stop to the south.

10.3.72 The value of the views experienced by users of the local road network described above is considered to be medium in recognition of the Isle of Anglesey AONB designation.

Visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone

10.3.73 The Trefignath Burial Chamber (viewpoint 1) is located approximately 40m from the south-east corner of the Logistics Centre site. There are slightly elevated open views to the west, north-west and north across undulating pastoral farmland. To the east and south-east, views are limited by mature trees forming the field boundary to the burial chamber site. There are slightly elevated open reciprocal views between the Trefignath Burial Chamber and the Ty Mawr Standing Stone to the north-west, although some are partially screened by intervening field boundaries and woodland. The Road King truck stop and an electricity sub-station can be seen in views to the west. The former aluminium works with its large and prominent chimney is visible to the north, and the settlement of Kingsland is visible to the north-west with distant views of Holyhead Mountain beyond.

10.3.74 The Ty Mawr Standing Stone (viewpoint 2) is located to the north-west of the Logistics Centre site. There are close-range views of the Road King truck stop to the west and an electricity sub-station to the south-east. The A55, a retail park and the chimney associated with the former aluminium works are

dominant in views to the north and north-east. There are views south-east across undulating pastoral farmland towards the Trefignath Burial Chamber, which are partially screened by intervening hedgerow field boundaries, woodland and scrub.

10.3.75 The value of the views experienced by visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone is considered to be high in recognition of the Isle of Anglesey AONB and Ancient Monument designations.

Night-time views

10.3.76 During the night-time period, the town of Holyhead, together with the Port, is a significant source of light on the nightscape of the areas, generally through sky glow. In the immediate environs of the Logistics Centre site, Kingsland, the A55, A4545, Parc Cybi service road and the Road King truck stop are the principal source of light, with the main impact being from glare off passing traffic and light trespass from carriageway lighting. In addition, some sky glow originates from the former aluminium works and industrial and retail parks to the north. Within the Logistics Centre site, there are no significant light sources at present.

Evolution of the baseline

10.3.77 The wider Parc Cybi site has been granted outline planning consent and in the absence of the Wylfa Newydd Project, it is likely that development would be undertaken on the wider industrial estate as plots are built upon.

10.4 Design basis and activities

10.4.1 This section sets out the design basis for this assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that would be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.

10.4.2 As described in chapter H1 (proposed development) (Application Reference Number: 6.8.1), the application for development consent is based on a parameter approach. The assessment described within this chapter has taken into consideration the flexibility afforded by the parameters. A worst case scenario has therefore been assessed from a landscape and visual perspective within the parameters described in chapter H1 (Application Reference Number: 6.8.1).

10.4.3 Embedded and good practice mitigation measures taken into consideration in the initial assessment of potential effects are set out below within this section.

Construction

10.4.4 It is anticipated that construction of the Logistics Centre site would be undertaken within a 15-month period, following grant of the Development Consent Order.

Basis of assessment and assumptions

10.4.5 The following main activities considered relevant to this assessment are set out below:

- disruption and loss of some landscape features such as hedgerows, grassland, rock outcrop, stone walls and topsoil removal;
- loss of woodland;
- alignment changes to Parc Cybi service road at the proposed entrance to the Logistics Centre site;
- presence of temporary construction compound and movement of construction equipment; and
- temporary topsoil mounds and material storage compounds.

10.4.6 The main effects on landscape character and people's views would be most pronounced during the construction phase. Effects would arise during the construction phase due to the following activities:

- construction of the welfare/security building and concrete/asphalt hardstanding;
- levelling and re-grading the site (cut and fill);
- installation of the covered inspection bay;
- installation of site security fencing, gates and security kiosks; and
- lighting.

Embedded mitigation

10.4.7 A summary of embedded mitigation of relevance to this assessment is set out below:

- the proposed layout of the Logistics Centre site will be designed to avoid or reduce adverse effects to landscape features where possible;
- retention of existing boundary features, exposed rock where practicable;
- retention and enhancement of existing hedgerows and stone walls where practicable; and
- design of layout to retain the visual link between the Ty Mawr Standing Stone and the Trefignath Burial Chamber Scheduled Monuments across the southern corner of the site as far as reasonably practicable within security and operational requirements.

10.4.8 Further details on embedded mitigation listed above for the Logistics Centre site are provided in volume 3, appendix 1-4 of the Design and Access Statement (Associated Developments and Off-Site Power Station Facilities) (Application Reference Number: 8.2.3), which sets out design principles for the above measures.

Good practice mitigation

10.4.9 In order to mitigate potential effects on landscape and visual receptors during construction, the following good practice measures set out in the overarching Wylfa Newydd Code of Construction Practice (CoCP) (Application Reference Number: 8.6) and Logistics Centre sub-CoCP (Application Reference Number: 8.11) would be followed.

- As outlined in the section 11 ecology and landscape management strategy of the Wylfa Newydd CoCP (Application Reference Number: 8.6), protection of existing trees, scrub and hedgerows to be retained in accordance with the recommendations in *BS5837:2012 Trees in Relation to Design, Demolition and Construction* [RD12].
- As outlined in the section 11 site specific requirements of the Logistics Centre sub-CoCP (Application Reference Number: 8.11), the height of topsoil storage mounds will be restricted to 2m above prevailing ground levels to reduce potential visual impact and reduce potential adverse impacts on topsoil quality and the suitability for re-use.
- Landscape areas will be managed in accordance with accepted good practice, to ensure successful establishment, in line with the requirements of the Logistics Centre sub-CoCP (Application Reference Number: 8.11).

Operation

10.4.10 It is anticipated that the Logistics Centre site would be operational for approximately five years.

Basis of assessment and assumptions

10.4.11 The following operational activities are considered relevant to the assessment of landscape and visual effects:

- change of use from agricultural land to Logistics Centre site with extensive areas of hardstanding;
- views of welfare/security building and covered inspection bay;
- views of heavy goods vehicle movements within the operational Logistics Centre site;
- introduction of 2.4m high security fencing and signage; and
- lighting of the Logistics Centre site.

Embedded mitigation

10.4.12 A summary of the embedded mitigation of relevance to this assessment is set out below:

- Seeding of landscape areas with appropriate grassland species to help integrate the site with the surrounding landscape. Management to be undertaken to ensure successful establishment.

10.4.13 Further details of embedded mitigation listed above are provided in volume 3 of the Design and Access Statement (Application Reference Number: 8.2.3).

Good practice mitigation

10.4.14 In order to mitigate potential effects on landscape and visual receptors during operation, the ecology and landscape management strategy set out in the Logistics Centre sub-CoCP (Application Reference Number: 8.11) would be followed. Horizon would undertake quarterly landscape site inspections for a five-year period, followed by annual inspection for a second five-year period (total 10 years) in order to ensure landscaping has established appropriately. In the event that these inspections identify that planting has not established, replacement planting on a like for like basis would be undertaken at the first available planting season.

Decommissioning

10.4.15 It is assumed that following construction of the Power Station, the Logistics Centre site would be available for another appropriate employment use. If further planning permission is required for any external changes, this would be applied for closer to the time at which the facility would become available.

Basis of assessment and assumptions

10.4.16 Decommissioning of the Logistics Centre site would entail the following activities only:

- removal of welfare/security building;
- removal of inspection bay covering;
- removal of security scanner; and
- removal of security kiosks.

10.4.17 It has been assumed that similar types of mitigation as those measures identified for construction would be adopted for the decommissioning stage.

10.4.18 The following is also assumed:

- the landscaped areas within the Logistics Centre site would be retained as a legacy benefit, including the rock outcrop, seeding and hedgerow planting within the site boundary;
- the security kiosks would be removed to reinstate the important open view between the Ty Mawr Standing Stone and Trefignath Burial Chamber Scheduled Monuments; and
- existing stone walls along the south western edge and hedgerows along the south eastern boundaries will be restored.

10.5 Assessment of effects

10.5.1 This section presents the findings of the assessment of effects associated with the construction, operation and decommissioning of the Logistics Centre site.

10.5.2 The assessment considers the potentially significant landscape and visual effects likely to result from the following development phases:

- Stage 1: construction (short-term reversible);
- Stage 2: operation, year 1 and year 5, (medium-term reversible); and
- Stage 3: decommissioning (short-term reversible).

10.5.3 Two assessment timeframes have been assessed: during the first year of operation and five years into operation. The main difference between year one and year five would be that after five years of growth the new native hedgerows would reach their projected size of 1.5m and would provide beneficial landscape integration.

10.5.4 The potential of the proposed development to give rise to significant landscape and visual effects is set out in the following sections.

10.5.5 Further detail on the assessment of landscape and visual effects is contained within appendices H10-2 (landscape effects schedule) (Application Reference Number: 6.8.22) and H10-3 (Application Reference Number: 6.8.23).

10.5.6 The construction, operation, and decommissioning of the Logistics Centre site have the potential to generate a number of significant effects on the key landscape and visual receptors identified above. The significance of effects is assessed by considering the sensitivity of receptors in relation to the predicted magnitude of change after taking into consideration the mitigation measures embedded within the project design.

Evaluation of sensitivity of receptors

10.5.7 To assess the significance of landscape effects on key landscape receptors, an evaluation has been made of their sensitivity to the changes that would be likely to arise from the Logistics Centre site. This has been determined by combining judgements on their susceptibility to change, that is their ability to accommodate the Logistics Centre site proposals without undue negative consequences, and the value attached to the landscape. Susceptibility and value have been evaluated as high, moderate, low or negligible using the criteria in the methodology (chapter B10, Application Reference Number: 6.2.10). The overall assessment of the sensitivity of the landscape receptors is described below based on professional judgement.

Evaluation of sensitivity of landscape receptors

Isle of Anglesey AONB

10.5.8 The Isle of Anglesey AONB is of national importance and therefore considered to be of a high landscape value. The Logistics Centre site development has the potential to directly affect the character of a small part of the Isle of Anglesey AONB, as well as the setting of the Isle of Anglesey AONB. The relatively open landscape is considered to have a limited ability to accommodate the proposed change, although the surrounding undulating landform and urban and industrial land uses have the potential to contain the site and adverse impacts arising as a result of development there to some degree. On balance, the Isle of Anglesey AONB is considered to have high

susceptibility to the nature of the Logistics Centre site development. The overall sensitivity of the Isle of Anglesey AONB has therefore been assessed as high.

Local landscape character

10.5.9 Local landscape character is considered to be of high sensitivity. The local landscape character is considered to be high value due to the Isle of Anglesey AONB designation with a medium susceptibility to change as the landscape is generally unremarkable in character, being typical of the farmland landscape within the LCA. The presence of man-made features such as the A55, former aluminium works, Penrhos Industrial Estate, Road King truck stop and the electricity sub-station located within close proximity to the site demonstrate its susceptibility to change.

Evaluation of sensitivity of visual receptors

10.5.10 To assess the significance of visual effects on the key visual receptors, an evaluation has been made of their sensitivity to the changes to their views, which would be likely to arise from the Logistics Centre site development. This has been determined by combining judgements on their susceptibility to change, that is their ability to accommodate the change without undue negative consequences and the value attached to the view. Susceptibility and value have been evaluated as high, medium, low or negligible using the criteria in the methodology. The overall assessment of the sensitivity of receptors is as described below using professional judgement.

Recreational receptors

10.5.11 The high value of views from the local PRoW (viewpoint 6) and Lon Trefignath cycle path (viewpoint 5) and cycleway/footway on Parc Cybi service road (viewpoint 3) relates mainly to landscape designations that feature in the view. The nature of the view from these routes generally forms an important part of the experience and visual amenity enjoyed by people using them. The susceptibility to changes in views from the Logistics Centre development is therefore considered to be medium. Overall the sensitivity of PRoW walkers and users of the cycle path has been assessed as medium due to the presence of existing features detracting the views such as the Road King truck stop, former aluminium works, and the electricity sub-station and mast.

Community receptors

10.5.12 The value of views experienced by the local community (viewpoints 4 and 7) is considered to be high reflecting the Isle of Anglesey AONB designation. Their susceptibility to change is considered to be generally high. Despite the general inward looking aspects of these communities, views towards the Logistics Centre site form an important part of the visual amenity experienced for some properties. Therefore, the overall sensitivity of the community views is considered to be high.

Transient receptors

10.5.13 The high value and medium susceptibility of views from users of the local road network reflects the respective Isle of Anglesey AONB designation of

landscape through which the roads pass. The local road network is considered to be of medium sensitivity due to the transient nature of the views. The A55 (east of viewpoint 6), A4545 (viewpoint 4), A5153 (viewpoint 6) and Parc Cybi service road (similar to viewpoint 3) are considered to be of low sensitivity due to the transient nature of the views and adjacent visual detractors.

Visitors to the Trefignath Burial Chamber and Ty Mawr Standing Stone

10.5.14 The value, susceptibility and sensitivity of the views experienced by visitors to the ancient monuments are high due to the designation of the monuments (viewpoints 1 and 2), the Isle of Anglesey AONB designation and the recognition of the setting and important view between the two monuments, as well as the recreational nature of visitors.

Visitors to Holyhead Mountain

10.5.15 The value, susceptibility and sensitivity of the views experienced by visitors to Holyhead Mountain (viewpoint 8) are high due to the mountains designations (Site of Special Scientific Interest, Special Protection Area, Special Area of Conservation and the Isle of Anglesey AONB) and the recreational nature of visitors exposed to views of the surrounding area.

Construction

10.5.16 A summary of the potential effects likely to arise from the construction is presented below for each of the key groups of landscape and visual receptors identified in section 10.3 of this chapter. The detailed assessment is presented in the landscape and visual effects tables in appendices H10-2 (Application Reference Number: 6.8.22) and H10-3 (Application Reference Number: 6.8.23).

10.5.17 The initial assessment takes into account embedded and good practice mitigation to reduce landscape and visual effects, as listed above in section 10.4.

10.5.18 Although the end result of construction would be permanent, including changes to landform, construction activities would only be a temporary short-term duration for a period of approximately 15 months.

Effects on landscape character

Isle of Anglesey AONB

10.5.19 The construction works would result in a change in land use and localised impacts on the topography of the area. There would be the loss of woodland, field boundaries including hedgerows and a small section of stone wall, and an area of rock outcrop. Topsoil stripping, installation of construction fencing and compounds together with the movement of plant and the construction of the welfare/security building and concrete/asphalt hardstanding would appear out of character with the predominantly pastoral landscape and would further urbanise and erode the area's landscape character.

10.5.20 Overall, it is considered that the loss of characteristic features, changes to landform and introduction of incongruous features to the Logistics Centre site within the Isle of Anglesey AONB would lead to a medium magnitude of change on a localised part of the AONB. Combined with the high sensitivity of the Isle of Anglesey AONB, the significance of effect of the Logistics Centre site development on the directly affected part of the Isle of Anglesey AONB would be moderate adverse in the short-term. However, the magnitude of change on the Isle of Anglesey AONB as a whole which covers approximately three quarters of Holy Island and approximately one third of the Isle of Anglesey, would be small. Combined with the high sensitivity of the AONB, the significance of effect of the AONB as a whole would be negligible adverse and would not be significant.

Local landscape character

10.5.21 The loss of landscape features, loss of agricultural land, changes to landform, and disruption of construction activities and the introduction of incongruous features would result in direct impacts on the local landscape character. The local character areas undulating topography and surrounding vegetation would limit effects on the wider landscape. The presence of the Road King truck stop and other detracting features such as the A55 and former aluminium works would detract from the area's typical rural characteristics and would reduce the adverse effects of the construction activity which is significant.

10.5.22 The direct effects would lead to a short-term reversible medium magnitude of change overall on the character area, resulting in a moderate adverse effect on local landscape character.

Visual effects

10.5.23 Views and visual receptors within the detailed study area are described below. Refer to figure H10-1 and figure H10-5 (Application Reference Number: 6.8.29).

Recreational receptors

10.5.24 Walkers on the PRoW along the A5153 to the south of the A55 Junction 2 (viewpoint 6), to the south-east of the settlement of Kingsland would have open elevated views of the construction activities for the Logistics Centre site in views south-east beyond the Ty Mawr Standing Stone. The removal of woodland and hedgerows on the Logistics Centre site would increase the visibility of the construction site. Views of the construction site would be seen within the context of the adjacent truck stop and electricity sub-station. Users of the PRoW would experience a short-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect which is significant.

10.5.25 Cyclists on the Parc Cybi service road shared-use cycleway/footway (viewpoint 3) would have close-range direct and sequential views of construction activities for the Logistics Centre site from the section of the route between the A5153 and the Trefignath Burial Chamber. Views of the construction site would exist within the context of the adjacent Road King truck

stop and electricity sub-station. Cyclists would experience a short-term reversible large magnitude of change, resulting in a major adverse significance of effect, which is significant.

10.5.26 Cyclists along the section of the Lon Trefignath cycle path between the A5153 and the Trefignath Burial Chamber (viewpoint 5) would have close-range direct and sequential views across gently undulating pastoral farmland of the construction activities for the Logistics Centre site. The removal of woodland and hedgerows on the Logistics Centre site would further increase visibility of the construction site. Views of the construction site would be seen within the context of the adjacent Road King truck stop and electricity sub-station. The route would cross the entrance to the Logistics Centre site. Cyclists would experience a short-term reversible large magnitude of change, resulting in a major adverse significance of effect, which is significant.

Community receptors

10.5.27 The south-east urban edge of the settlement of Kingsland and a cluster of properties along the A4545 (viewpoint 4) would have middle distance slightly elevated views south-eastwards, across undulating pastoral farmland and the Road King truck stop, of construction activities for the Logistics Centre site. It would be viewed against the backdrop of the former aluminium works to the far east. The construction works would be a small component of the wider view containing a number of visual detractors (truck stop, electricity sub-station and mast, A55 and former aluminium works). Ground floor views would be filtered and partially screened by garden vegetation. Residents would experience a short-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.28 The detached houses and bungalows along the north and north-east side of Penrhyn Geiriol and Hunters Chase, Trearddur (viewpoint 7) would have elevated views across undulating pastoral farmland towards construction activities for the Logistics Centre site with the former aluminium works visible beyond. Some views would be obscured by garden vegetation and intervening scrubby rock outcrops. Residents would experience a short-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

Transient receptors

10.5.29 Travellers on the A55 (to the east viewpoint 6) would have passing oblique views southwards towards construction activities for the Logistics Centre site filtered and obscured by intervening mature scrub planting located on shallow embankments along the south side of the route for a limited section (approximately 500m). Further west, views from the route would be screened by the rising embankments of the A55 Junction 2 interchange (Ty Mawr Interchange). Overall, travellers on the route would experience a short-term reversible small magnitude of change, resulting in a minor adverse significance of effect from the limited section of the route where the construction activities would be visible, which would not be significant.

10.5.30 Travellers on the A5153 (viewpoint 6) would have transient slightly elevated views south-east across open pastoral farmland towards construction activities for the Logistics Centre site. Again, travellers on the route would experience a short-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect from the limited section where the construction activities would be visible, which would be significant.

10.5.31 Travellers on the B4545 (viewpoint 4) would have slightly elevated views east towards construction activities for the Logistics Centre site across gently undulating pastoral farmland for the section of the route between Kingsland and Trearddur. Transient views would be filtered by hedgerow and scrub field boundaries and obscured in places by intervening landform and scrubby rock outcrops. Construction activity would be seen within the context of the Road King truck stop located in the north-west of the Logistics Centre site. Overall, travellers on the route would experience a short-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.32 Travellers on the Parc Cybi service road (similar to viewpoint 3) would have close-range direct and sequential views of the construction activities for the Logistics Centre site from the section of the route between the A5153 to Trefignath Burial Chamber. Views of construction work would be seen within the context of the adjacent truck stop and electricity sub-station. Travellers would experience a short-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

Visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone

10.5.33 Visitors to the Trefignath Burial Chamber (viewpoint 1) would have close-range and open uninterrupted views of the construction activities for the Logistics Centre site. Overall visitors would experience a short-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

10.5.34 Visitors to the Ty Mawr Standing Stone (viewpoint 2) would experience close-range views south-eastwards across undulating pastoral farm, filtered by intervening hedgerow field boundaries, woodland, scrub, and an electricity sub-station. Views seen within the context of the Road King truck stop located to the west of the site. Overall visitors would experience a short-term reversible medium magnitude of change as views towards the Logistics Centre site would be filtered by intervening hedgerows, woodland and scrub, and an electricity sub-station resulting in a moderate adverse significance of effect, which would be significant.

Long distance and distant views

10.5.35 There would be some long distance views of construction activities from Holyhead Mountain (viewpoint 8) and higher ground to the west of Kingsland (viewpoint 9). The Logistics Centre site would be located approximately 4.5km and 2.2km away respectively.

10.5.36 The Logistics Centre site would barely be discernible at this distance and would be seen within the context of Holyhead town, the A55 and the former aluminium works. The magnitude of change is likely to be negligible adverse for visitors to Holyhead Mountain (viewpoint 8). The magnitude of change would be small adverse for users of PRoWs as the Logistics Centre site would be visible in views from limited sections of route located on higher ground (approximately 2.2km away). The majority of views would be obscured by the intervening undulating landform, scrub and hedgerow field boundaries (viewpoint 9). Overall visitors to Holyhead Mountain (viewpoint 8) would therefore experience a short-term reversible negligible adverse significance of effect, which would not be significant. Users of the PRoWs (viewpoint 9) on higher ground would experience a short-term minor adverse significance of effect, as the Logistics Centre site would be perceptible in views from very limited sections of PRoW, which again would not be significant.

Night-time views

10.5.37 Standard construction works within the Logistics Centre site would take place during normal working hours and there would be minimal lighting required during hours of darkness. Due to the surrounding context of existing lighting, the proposed on-site lighting is not likely to significantly impact on visual receptors within the surrounding landscape.

Operation

10.5.38 The assessment assumes that by the operation phase all construction activities would have been completed. Embedded landscape mitigation such as grass seeding, hedgerow planting and enhancement planting within existing hedgerows would have been completed with planting undertaken towards the end of the construction stage. The operation stage is programmed for a period of up to five years. Effects on landscape and visual receptors would therefore be medium-term reversible.

10.5.39 The main difference between the assessment of effects during the first and the fifth year of operation would be after five years of growth the hedgerow planting would be expected to have reached a height of approximately 2m depending on species and micro-climate, thereby providing additional visual screening.

A summary of the potential effects likely to arise from operation of the Logistics Centre site is presented below for each of the key groups of landscape and visual receptors identified in section 10.3 of this chapter. The detailed assessment is presented in appendices H10-2 (Application Reference Number: 6.8.22) and H10-3 (Application Reference Number: 6.8.23).

Effects on landscape character

Isle of Anglesey AONB

Operation: winter year 1

10.5.40 By the winter of the first year of operation, the character of the directly affected Isle of Anglesey AONB would be slightly improved once construction activities cease and grass areas re-establish. However, the Logistics Centre site would

be a busy and developed site and would further industrialise and adversely affect the special characteristics and setting of the directly affected local area of Isle of Anglesey AONB. During operation, the directly affected Isle of Anglesey AONB would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant. It is considered that the effect on the wider Isle of Anglesey AONB, as a whole, would be negligible significance of adverse and not significant.

Operation: summer year 5

10.5.41 The hedgerows around the perimeter of the site would be starting to establish. Restored areas of species-rich grassland and field boundaries would therefore appear in keeping with this part of the Isle of Anglesey AONB and help to integrate the Logistics Centre site with the surrounding landscape.

10.5.42 Despite this, the busy developed site would continue to have a direct effect on the setting of the directly affected part of the Isle of Anglesey AONB. As such, the magnitude of change on the Isle of Anglesey AONB would remain the same as in winter during the first year of operation, and there would continue to be a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect on the directly affected part of the Isle of Anglesey AONB, which would be significant. On the Isle of Anglesey AONB overall, the effect would remain negligible adverse significance of and not significant.

Local landscape character

Operation: winter year 1

10.5.43 By the winter of the first year of operation, the local character would be slightly improved once construction activities cease and grass areas re-establish. However, the site would be a busy and developed site and would further industrialise and adversely affect the predominantly rural landscape, reducing the tranquillity of the area. The local character area's undulating topography and surrounding vegetation would limit effects on the wider landscape. The presence of the Road King truck stop and other detracting features such as the A55 and former aluminium works would detract from the area's typical rural characteristics and would reduce the adverse effects of the operational Logistics Centre site.

10.5.44 During operation, local landscape character would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect which would be significant.

Operation: summer year 5

10.5.45 The hedgerows around the perimeter of the site would be starting to establish. Restored areas of species-rich grassland and field boundaries would therefore help to integrate the Logistics Centre site into the landscape. Despite this, the busy developed site would continue to have a direct effect on local landscape character. The local character areas undulating topography and surrounding vegetation would continue to limit effects on the wider landscape. As such,

the magnitude of change on landscape character would remain the same as in winter during the first year of operation, and there would be a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect on local landscape character, which would be significant.

Visual effects

Recreational receptors

Operation: winter year 1

10.5.46 The PRoW on the A5153 to the south of the A55 Junction (viewpoint 6) would have open elevated views for a limited sections of the route (100m) of the operational Logistics Centre site to the south-east beyond the Ty Mawr Standing Stone. Views from the remainder of the route would be obscured by the A55 junction and associated structure planting. Views of the Logistics Centre site would be seen within the context of the adjacent truck stop and electricity sub-station. Users of the PRoW would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.47 Cyclists on the Parc Cybi service road shared-use cycleway/footway (viewpoint 3) would have close-range direct and sequential views of the operational Logistics Centre site from the section of the route between the A5153 and the Trefignath Burial Chamber. Views of the site would be seen within the context of the adjacent Road King truck stop and electricity sub-station. The cycleway would cross over the entrance to the Logistics Centre site access. Cyclists would experience a medium-term large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

10.5.48 Cyclists along the section of the Lon Trefignath cycle path between the A5153 and the Trefignath Burial Chamber (viewpoint 5) would have close-range direct and sequential views across gently undulating pastoral farmland of the operational Logistics Centre site. Views of the site would be seen within the context of the adjacent Road King truck stop and electricity sub-station. The route would cross the entrance to the Logistics Centre site. Cyclists would experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

Operation: summer year 5

10.5.49 The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views of the operational site would be seen within the context of the adjacent truck stop and electricity sub-station. Users of the PRoW on the A5153 (viewpoint 6) would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.50 The view for cyclists on the Parc Cybi service road (viewpoint 3) would be similar to operation, summer year 1. By summer, year 5, the boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. The cycleway would cross over the entrance to the

Logistics Centre site access. Cyclists would continue to experience a medium-term large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

10.5.51 Cyclists on the Lon Trefignath cycle path (viewpoint 5) would have similar views to those experienced during operation, summer year 1. By summer, year 5 the boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views of the site would be seen within the context of the adjacent Road King truck stop and electricity sub-station. The route would cross the entrance to the Logistics Centre site. Cyclists would experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

Community receptors

Operation: winter year 1

10.5.52 The south-east urban edge of the settlement of Kingsland and a cluster of properties along the A4545 (viewpoint 4) would have middle distance slightly elevated views, south-eastwards across undulating pastoral farmland and the Road King truck stop, of the operational Logistics Centre site. This would be viewed against the backdrop of the former aluminium works to the east. The Logistics Centre site would be a small component of the wider view, which contains a number of visual detractors (truck stop, electricity sub-station and mast, A55 and former aluminium works). Ground floor views would be filtered by garden vegetation. Residents would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate significance of adverse effect, which would be significant.

10.5.53 The detached houses and bungalows along the north and north-eastern side of Penrhyn Geiriol and Hunters Chase, Trearddur (viewpoint 7) would have elevated views across undulating pastoral farmland towards the operational Logistics Centre site, with the former aluminium works visible beyond. Some views would be obscured by garden vegetation and intervening scrubby rock outcrops. Residents would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

Operation: summer year 5

10.5.54 Community views from Kingsland (viewpoint 4) of the Logistics Centre site would be similar to the views experienced during operation, winter year 1. The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Ground floor views would be filtered by garden vegetation. Residents would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.55 The residents along Penrhyn Geiriol and Hunters Chase (viewpoint 7) would experience similar views to those experience during operation, winter year 1. Residents would continue to experience a medium-term reversible medium

magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

Transient receptors

Operation: winter year 1

10.5.56 Travellers on the A55 (to the east of viewpoint 6) would have passing oblique views southwards for a limited section of the route (approximately 500m), towards the operational Logistics Centre site filtered and obscured by intervening mature scrub planting located on shallow embankments along the south side of the route. Further west, views from the route would be screened by the rising embankments of the A55 Junction 2 interchange (Ty Mawr Interchange). Overall, travellers on the route would experience a medium-term reversible small magnitude of change, resulting in a minor adverse significance of effect from the limited section where the operational activities would be visible, which would not be significant.

10.5.57 Travellers on the A5153 (viewpoint 6) would have transient slightly elevated views south-east across open pastoral farmland towards the operational Logistics Centre site for a limited sections of the route (100m). Views of the operational site would be seen within the context of the Road King truck stop and electricity sub-station located to the west of the Logistics Centre site. Overall, travellers on the route would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect from the limited section of route (approximately 150m) where the site would be visible.

10.5.58 Travellers on the B4545 (viewpoint 4) would have slightly elevated views east towards the operational Logistics Centre site across gently undulating pastoral farmland for the section of the route between Kingsland and Trearddur. Transient views would be filtered by hedgerow and scrub field boundaries and obscured in places by intervening landform and scrubby rock outcrops, and seen within the context of the Road King truck stop located in the north-west of the Logistics Centre site. Overall, travellers on the route would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.59 Travellers on the Parc Cybi service road (similar to viewpoint 3) would have close-range direct and sequential views of the operational Logistics Centre site from the section of the route between the A5153 to Trefignath Burial Chamber. Views of the site would be seen within the context of the adjacent truck stop and electricity sub-station. Travellers would experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

Operation: summer year 5

10.5.60 For travellers on the A55 (to the east of viewpoint 6), the boundary hedge planting around the Logistics Centre site would have begun to establish and would integrate the site into the surrounding landscape providing some screening to embankments. Overall travellers on the route would experience a medium-term reversible small magnitude of change, resulting in a minor

adverse significance of effect from the limited section where the construction activities would be visible, which would not be significant.

10.5.61 Travellers on the A5153 (viewpoint 6) would continue to experience transient slightly elevated views similar to those experienced during operation, winter year 1. The establishing boundary hedgerow planting would integrate the site into the surrounding landscape. Overall travellers on the route would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect from the section of the route where the site would be visible, which would be significant.

10.5.62 Travellers on the B4545 (viewpoint 4) would have similar views to those experienced during operation, winter year 1. The boundary hedge planting would have begun to establish and would integrate the Logistics Centre site into the surrounding landscape providing some screening to embankments. Overall travellers on the route would experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

10.5.63 Travellers on the Parc Cybi service road (similar to viewpoint 3) would have similar views to those experienced during operation, winter year 1. The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape providing some screening to embankments. Travellers would experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

Visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone

Operation: winter year 1

10.5.64 Visitors to the Trefignath Burial Chamber (viewpoint 1) would have close-range open uninterrupted views of the operational Logistics Centre site. Overall, visitors to the site would continue to experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

10.5.65 Visitors to the Ty Mawr Standing Stone (viewpoint 2) would experience close-range views south-east across undulating pastoral farm filtered by intervening hedgerow field boundaries, woodland, scrub, and electricity sub-station of the operational Logistics Centre site. Views would be seen within the context of the Road King truck stop located to the west of the site. Overall, visitors to the site would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

Operation: summer year 5

10.5.66 Visitors to the Trefignath Burial Chamber (viewpoint 1) would have similar views to those experienced during operation, winter year 1. The boundary hedge planting would have begun to establish and would integrate the operational Logistics Centre site into the surrounding landscape providing

some screening to the sites embankments and fencing. Visitors to the site would experience a medium-term reversible large magnitude of change, resulting in a major adverse significance of effect, which would be significant.

10.5.67 Visitors to the Ty Mawr Standing Stone (viewpoint 2) would have similar views to those experience during operation, winter year 1. The boundary hedge planting would have begun to establish and would integrate the Logistics Centre site into the surrounding landscape providing some screening to the sites embankments and fencing. Views would be seen within the context of the Road King truck stop located to the west of the site. Visitors to the site would continue to experience a medium-term reversible medium magnitude of change, resulting in a moderate adverse significance of effect, which would be significant.

Long distance and distant views

10.5.68 There would be some long distance and distant views of the operational Logistics Centre site from Holyhead Mountain (viewpoint 8) and higher ground within the detailed study area to the west of Kingsland (viewpoint 9).

10.5.69 During operation year 1 and operation year 5, the Logistics Centre site would barely be discernible at this distance and would be seen within the context of Holyhead town, the A55 and the former aluminium works. The magnitude of change is likely to be negligible adverse for visitors to Holyhead Mountain and small adverse for users of PRoWs located on higher ground due to the distance. Overall, visitors to Holyhead Mountain would therefore experience a medium-term negligible adverse significance of effect, which would not be significant. Users of the ProWs on higher ground would experience a medium-term minor adverse significance of effect, which would not be significant.

Night-time views

10.5.70 It is assumed that the lighting for the Logistics Centre site would be designed to minimise light spill into the surrounding area and be restricted to the welfare and security buildings and adjacent to the parking area at night. Lighting would also be provided within the boundary of the site and be generally pole-mounted (typically 8m tall at the perimeter and 12m towards the centre of the site). Therefore, at night there would be an increase in lighting levels within the wider Parc Cybi site during operation year 1 and operation year 5. The Logistics Centre site lighting would add to the existing sky glow created by the adjacent A55, Parc Cybi service road, and Road King truck stop. This lighting would also be viewed within the context of sky glow from Kingsland and the former aluminium works and industrial and retail parks to the north.

Decommissioning

10.5.71 The Logistics Centre site would be operational for a period of approximately five years. By this time, the hedgerow planting along the site boundary would be starting to established and would help to integrate the site with the surrounding landscape. Decommissioning would result in some adverse effects on landscape character and visual amenity, resulting from construction plant movement and decommissioning activities.

10.5.72 The proposals focus on the removal of welfare/security building, inspection bay covering, security scanner and security kiosks. The security fencing, lighting and hardstanding would be retained.

Effects on landscape character

Isle of Anglesey AONB and Local landscape character

10.5.73 The directly affected Isle of Anglesey AONB and the local landscape character would experience a small magnitude of change in the short-term resulting from the decommissioning activities to remove the welfare/security building, inspection bay covering, security scanner and security kiosks from the Logistics Centre site. Decommissioning would result in the Logistics Centre site's hardstanding, security fencing and lighting being retained. The presence of the decommissioned site within the landscape would continue to have a direct effect on the setting of the directly affected Isle of Anglesey AONB and local landscape character but there would be no vehicular activity within or to and from the site. As such, the Isle of Anglesey AONB would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

Visual effects

Recreational receptors

10.5.74 Cyclists on the Lon Trefignath cycle path (viewpoint 5) and the Parc Cybi service road shared-use cycleway/footway (viewpoint 3) would have close-range views of plant movement associated with decommissioning operations of the Logistics Centre site. Once the buildings inspection bay, security scanner and kiosks had been removed, there would be open views across the site through the security fencing. There would be no vehicle activity within or to and from the decommissioned site. The boundary hedge planting would filter views of the sites embankments and security fencing. As such, users of the routes would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

10.5.75 Walkers on the ProW (viewpoint 6) would have elevated views of plant movement associated with decommissioning operations of the Logistics Centre site visible beyond the electricity sub-station for a very short section of the route. Once the buildings inspection bay, security scanner and kiosks had been removed, there would be open views across the empty Logistics Centre site with no vehicle activity within or to and from the site. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing. Walkers on the PRoW would experience a medium-term negligible magnitude of change, resulting in a negligible adverse significance of effect, which would not be significant.

Community receptors

10.5.76 Community views from Kingsland (viewpoint 4) of the Logistics Centre site would have middle distance filtered views of plant movement associated with

decommissioning operations for the Logistics Centre site. This would be viewed against the backdrop of the former aluminium works to the east and seen beyond the Road King truck stop. Once the welfare/security building, security scanner, and kiosks have been removed there would open views across the empty Logistics Centre site. There would be no vehicle activity within or to and from the decommissioned site. The hedge planting would have established filtering lower views of the sites security fencing. Residents would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

10.5.77 Residents along Penrhyn Geiriol and Hunters Chase, Trearddur (viewpoint 7) would have elevated filtered views across undulating pastoral farmland and rock outcrops of plant movement associated with decommissioning operations for the Logistics Centre site. The former aluminium works would be visible further to the north-east above the mature woodland planting. Some views would be obscured by garden vegetation and intervening rock outcrops. Once decommissioned, there would be no vehicle activity within or to and from the site. The hedge planting would have established filtering lower views of the sites security fencing. Residents would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

Transient receptors

10.5.78 Travellers on the A55 (to the east of viewpoint 6) would have passing views southwards towards the decommissioning activities for the Logistics Centre site filtered and obscured by intervening mature scrub planting located on shallow embankments along the south side of the route. Boundary hedge planting would filter views and integrate the remaining site security fencing into the landscape. Overall, travellers on the route would experience a medium-term negligible magnitude of change, resulting in a negligible adverse significance of effect from the limited section where the decommissioning activities would be visible, which would not be significant.

10.5.79 Travellers on the A5153 (viewpoint 6) would have transient slightly elevated views south-east towards the movement of plant for the decommissioning activities for the Logistics Centre site. Once complete, views of the sites security fencing would be filtered by the hedgerow planting to the sites boundaries. Overall, travellers on the route would experience a medium-term negligible magnitude of change, resulting in a negligible adverse significance of effect from the limited section where the site would be visible, which would not be significant.

10.5.80 Travellers on the B4545 (viewpoint 4) would have slightly elevated views east towards the plant movement associated with decommissioning activities for the Logistics Centre site. Transient views would be filtered by hedgerow and scrub field boundaries and obscured in places by intervening landform and scrubby rock outcrops. The works would be seen within the context of the Road King truck stop located in the north-west of the Logistics Centre site. The sites boundary hedge planting would filter views and integrate the Logistics Centre site security fencing into the surrounding landscape. Overall, travellers on the route would experience a medium-term small magnitude of

change, resulting in a minor adverse significance of effect, which would not be significant.

10.5.81 Travellers on the Parc Cybi service road (similar to viewpoint 3) would have close-range direct and sequential views of plant movement associated with the decommissioning activities of the Logistics Centre site. Once decommissioned, there would be no vehicle activity within or to and from the site. The hedge planting would have established filtering lower views of the sites security fencing and would integrate the site security fencing into the surrounding landscape. Views of the site would be seen within the context of the adjacent truck stop and electricity sub-station. Travellers would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

Visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone

10.5.82 Visitors to the Trefignath Burial Chamber (viewpoint 1) would have close-range partially filtered views of plant movement associated with the decommissioning activities of the Logistics Centre site. The removal of the welfare/security building, security scanner and kiosks would restore the view across the empty Logistics Centre site, although through the security fencing. Once decommissioned, there would be no vehicle activity within or to and from the site. The boundary hedge planting would filter views of the fencing and integrate the site into the surrounding landscape. Overall, visitors to the site would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

10.5.83 Visitors to the Ty Mawr Standing Stone (viewpoint 2) would experience close-range partially filtered views south-east across undulating pastoral farm, filtered by intervening hedgerow field boundaries, woodland, scrub, and electricity sub-station. Plant movement associated with the decommissioning activities for the Logistics Centre site would be visible. Once complete, there would be an open view across the empty Logistics Centre site, filtered by the sites security fencing and boundary hedgerows. There would be no vehicle activity within or to and from the site. Views would be seen within the context of the Road King truck stop located to the west of the site. Overall visitors to the site would experience a medium-term small magnitude of change, resulting in a minor adverse significance of effect, which would not be significant.

Long distance and distant views

10.5.84 There would be some long distance and distant views of plant movement associated with the decommissioning activities for the Logistics Centre site from Holyhead Mountain (viewpoint 8) and higher ground within the detailed study area to the west of Kingsland (viewpoint 9).

10.5.85 The decommissioned Logistics Centre site would barely be discernible at this distance and would be seen within the context of Holyhead town, the A55 and the former aluminium works. The magnitude of change is likely to be negligible adverse for visitors to Holyhead Mountain and for users of PRoWs located on higher ground due to the distance. Overall, visitors to Holyhead Mountain and

users of PRoW would therefore experience a medium-term negligible adverse significance of effect, which would not be significant.

Night-time views

10.5.86 The security fencing, lighting and hardstanding would be retained within the Logistics Centre site. It is anticipated that lighting would not be required to undertake the decommissioning activities; therefore, there would be no change to the visual baseline due to lighting. It is assumed that no site lighting would be used upon completion of the decommissioning activities.

10.6 Additional mitigation

- 10.6.1 In accordance with chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to landscape and visual were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.
- 10.6.2 Additional mitigation measures would be implemented to address potential significant effects identified in the assessment of effects section. These additional mitigation measures are summarised in table H10-3 and table H10-4 for construction and operation of the Logistics Centre site. No additional mitigation measures have been identified for decommissioning.
- 10.6.3 These measures would be secured by reference within volume 3 of the Design and Access Statement (Application Reference Number: 8.2.3), Wylfa Newydd CoCP (Application Reference Number: 8.6), and Logistics Centre sub-CoCP (Application Reference Number: 8.11).

Construction

Table H10-3 Proposed additional mitigation measures – construction

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
Restriction of cabin height to two storeys	Reduce adverse landscape and visual effects	Preparation of performance requirements for height of facilities within the construction compound.
Architectural treatment of proposed buildings and structures should recognise the function and facility and its industrial location whilst seeking to integrate with surrounding landscape and reduce adverse visual effects.	Reduce adverse landscape and visual effects.	Preparation of architectural strategy and performance requirements for architectural design, including finishes and colour of buildings and structures.

Operation

Table H10-4 Proposed additional mitigation measures – operation

Proposed additional mitigation measures	Objective	Achievement criteria and reporting requirements
During operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Reduce adverse landscape and visual effects	Preparation of a landscape management strategy setting out performance requirements for proposed planting, to be monitored regularly.

10.7 Residual effects

10.7.1 This section describes the residual landscape and visual effects having taken into account the embedded, good practice and additional mitigation described above. Tables H10-5 and H10-6 below provide a summary of significant

residual effects identified either prior to or post application of additional mitigation for construction, year 1 (winter) and year 5 (summer).

- 10.7.2 No significant adverse effects were identified for the decommissioning phase.
- 10.7.3 Additionally, all effects of minor significance or greater identified in the assessment of effects section are summarised in appendices H10-2 (Application Reference Number: 6.8.22) and H10-3 (Application Reference Number: 6.8.23).

Table H10-5 Summary of residual effects: landscape character

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Construction								
Isle of Anglesey AONB (Published sources of relevant landscape character: Anglesey Landscape Strategy Update 2011 [RD10] – LCAs 2 and 3)	High	Change in land use, erosion of landscape character resulting from direct changes to the Isle of Anglesey AONB. The construction of the Logistics Centre site would detract from the essentially rural character and tranquillity of the directly affected Isle of Anglesey AONB. The local effect of such change would to some extent be limited by the presence of the A55 and the former aluminium works to the north.	Adverse short-term	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)	Restriction of cabin height to two storeys. Architectural treatment of proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeding to integrate with the surrounding landscape and to reduce adverse visual effects.	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)
Local landscape character	High	Change in land use, erosion of local landscape character resulting from direct changes to the local landscape character. The construction of the Logistics Centre site would detract from the essentially rural character of the area. The local effect of such change would to some extent be limited by the presence of the A55 and	Adverse short-term	Medium	Moderate adverse Significant	Restriction of cabin height to two storeys Architectural treatment of proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeding to integrate with the surrounding	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		former aluminium works to the north.				landscape and to reduce adverse visual effects.		
Operation – winter, year 1								
Isle of Anglesey AONB	High	The Logistics Centre site would increase the extent of industrial development within the local landscape of the Isle of Anglesey AONB. Completed landscaping within the site would help integrate the Logistics Centre site into the surrounding landscape to some extent. However, the presence of the industrial development would be uncharacteristic of the landscape character of the Isle of Anglesey AONB.	Adverse medium-term	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)	During the operation of the Logistics Centre, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)
Local landscape character	High	The Logistics Centre site would increase the extent of industrial development within the local landscape. Completed landscaping would help integrate the Logistics Centre site into the surrounding landscape to some extent and would be in keeping with local	Adverse medium-term	Medium	Moderate adverse Significant	During the operation of the Logistics Centre, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		landscape character. However, the presence of the industrial development would be uncharacteristic of the local landscape character.				establishment of proposed landscaping and long-term viability of planting.		
Operation – summer, year 5								
Isle of Anglesey AONB	High	The hedgerow site boundary would be starting to establish helping to further integrate the Logistics Centre site in to the landscape. The presence of the Logistics Centre site would change the nature of the directly affected part of the Isle of Anglesey AONB.	Adverse medium-term	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)	During the operation of the Logistics Centre, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Medium for directly affected area	Moderate adverse for the directly affected area Significant (negligible on overall Isle of Anglesey AONB Not significant)
Local landscape character	High	The hedgerow site boundary would be starting to establish helping to further integrate the Logistics Centre site in to the landscape. The planting would help to soften views of the site embankments and security fencing. The presence of the Logistics Centre site	Adverse medium-term	Medium	Moderate adverse Significant	During the operation of the Logistics Centre, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of	Medium	Moderate adverse Significant

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		would change the nature of the Local Landscape Character Area.				proposed landscaping and long-term viability of planting.		

Table H10-6 Summary of residual effects: visual

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Construction								
Recreational receptor: Local PRoW (viewpoint 6) Local PRoW (viewpoint 9)	High	The level of visual effects for walkers would tend to gradual rise with increasing proximity to the Logistics Centre site, depending on intervening landform. The most noticeable effects would be experienced by users of the local PRoW along the A5153 (viewpoint 6). Walkers would have close-range, open elevated views south-east of construction activities for the Logistics Centre site. Removal of woodland	Adverse short-term	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant	Restriction cabin height of two storeys. Architectural treatment of proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeking to integrate with the surrounding landscape and to reduce adverse visual effects.	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		and hedgerows would open up direct views of construction of the welfare/security building and covered inspection bay. The views would be seen within the context of the adjacent electricity sub-station and Road King truck stop, and the A55 and former aluminium works located further to the north of the Logistics Centre site.						
Recreational receptors: Lon Trefignath cycle path (local) (viewpoint 5) and Parc Cybi service road shared-use cycleway/footway (viewpoint 3)	High	The level of visual effects for cyclists would tend to gradual rise with increasing proximity to the Logistics Centre site, depending on intervening landform. Close-range direct and sequential views of construction of the Logistics Centre site would initially be apparent in views north and north-west from the Lon Trefignath cycle path and the cycleway on	Adverse short-term	Large in close-range views ranging to negligible	Major adverse in close-range views, ranging to negligible Significant to not significant	Restriction of cabin height to two storeys. Architectural treatment of proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeking to integrate with the surrounding landscape and to	Large in close-range views ranging to negligible	Major adverse in close-range views, ranging to negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		the Parc Cybi service road. Removal of woodland and hedgerows would open up direct views of construction of the welfare/security building and covered inspection bay against the backdrop of the A55 and the former aluminium works further north. Both routes would cross the entrance to the Logistics Centre site. There would be glimpsed filtered views from National Cycle Network 8 located to the north of the A5.				reduce adverse visual effects.		
Community receptors: Community view south-east from Kingsland, Kingsland Road and the small cluster of properties extending along the B4545 (viewpoint 4)	High	Slightly elevated views south-eastwards (viewpoint 4) and northwards (viewpoint 7) across undulating farmland to construction activities for the Logistics Centre site. Views would be from properties located on	Adverse short-term	Medium in close-range views ranging to negligible	Moderate adverse in close-range views, ranging to negligible Significant to not significant	Restriction of cabin height to two storeys. Architectural treatment of proposed buildings and structures should recognise the function of the	Medium in close-range views ranging to negligible	Moderate adverse in close-range views, ranging to negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Properties at Penrhyn Geiriol, Trearddur and properties at Hunters Chase, Trearddur (viewpoint 7)		the outer edges of the settlements. The Logistics Centre site is viewed against the backdrop of the former aluminium works and A55. The construction works would be a small component of the wider view containing a number of visual detractors (truck stop, electricity sub-station and mast, A55 and former aluminium works). Ground floor views would be filtered by garden vegetation. Views from more distant settlements are obscured by intervening landform and industrial developments.				facility and its industrial location whilst seeding to integrate with the surrounding landscape and to reduce adverse visual effects.		
Transient receptors: Travellers on the B4545 (viewpoint 4) Travellers on the Parc Cybi service road	Medium	The level of visual effects for travellers on local roads would tend to gradually rise with increasing proximity to the Logistics Centre site.	Adverse short-term	Medium in close-range and middle distance views,	Moderate adverse in close-ranging and middle distance views, ranging to negligible	Restriction of cabin height to two storeys. Architectural treatment of	Medium in close-range and middle distance views,	Moderate adverse in close-ranging and middle distance views, ranging to negligible

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
(similar to viewpoint 3)		The B4545 (viewpoint 4) would have close-range and sequential views of construction activities for the Logistics Centre site some across gently undulating pastoral farmland. Transient views filtered by hedgerow and scrub field boundaries and obscured in places by rock outcrops. Construction activity seen within the context of the Road King truck stop located to the north-east of the Logistics Centre site. Views from more distant routes would be obscured by landform and mature vegetation.		ranging to negligible	Significant to not significant	proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeking to integrate with the surrounding landscape and to reduce adverse visual effects.	ranging to negligible	Significant to not significant
Visitors to the Trefignath Burial chamber (viewpoint 1) and the Ty Mawr Standing Stone (viewpoint 2)	High	Close-range direct and open uninterrupted views of the construction activities for the Logistics Centres site from the Trefignath	Adverse short-term	Large in close-range open views ranging to moderate adverse in	Major adverse in close-range open views ranging to moderate adverse in	Restriction of cabin height to two storeys. Architectural treatment of	Large in close-range open views ranging to moderate adverse in	Major adverse in close-range views ranging to moderate adverse in middle distance views

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		<p>Burial Chamber. Views from the Ty Mawr Standing Stone towards the operational Logistics Centre site are across undulating farmland, and filtered by intervening hedgerow field boundaries, woodland, scrub and the electricity substation. The site is seen within the context of the Road King truck stop.</p> <p>The important view between the two monuments would be retained.</p>		middle distance views	middle distance views Significant	proposed buildings and structures should recognise the function of the facility and its industrial location whilst seeding to integrate with the surrounding landscape and to reduce adverse visual effects.	middle distance views	Significant
Operation – winter, year 1								
Recreational receptor: Local PRoW (viewpoint 6) Local PRoW (viewpoint 9)	High	The level of visual effects for walkers would tend to gradual rise with increasing proximity to the operational Logistics Centre site, depending on intervening landform. The most noticeable effects would be experienced by users	Adverse medium-term	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		of the local PRoW along the A5153 (viewpoint 6). Walkers would have close-range, open elevated views southeast of the operational Logistics Centre site. The Logistics Centre site would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works, A55 and Road King truck stop.				establishment of proposed landscaping and long-term viability of planting.		
Recreational receptors: Lon Trefignath cycle path (local) (viewpoint 5) and Parc Cybi service road shared-use cycleway/footway (viewpoint 3)	High	The level of visual effects for cyclists would tend to gradual rise with increasing proximity to the Logistics Centre site, depending on intervening landform. Close-range direct and sequential views of the operational Logistics Centre site would be apparent in views north and north-west from the	Adverse medium-term	Large in close-range views ranging to negligible	Major adverse in close-range views, ranging to negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and	Large in close-range views ranging to negligible	Major adverse in close-range views, ranging to negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		Lon Trefignath cycle path and the cycleway on the Parc Cybi service road. Views would be seen within the context of the adjacent Road King truck stop, electricity sub-station, the A55 and former aluminium works. Both routes would cross the entrance to the Logistics Centre site. There would be glimpsed filtered views from National Cycle Network 8 located to the north of the A5.				long-term viability of planting.		
Community receptors: community view south-east from Kingsland, Kingsland Road and the small cluster of properties extending along the B4545 (viewpoint 4) and Properties at Penrhyn Geiriol, Trearddur and	High	Middle distance, slightly elevated views from the edges of settlements (viewpoint 4 and 7) across undulating farmland towards the operational Logistics Centre site. The site would be viewed against the backdrop of the former aluminium	Adverse medium-term	Medium middle distance views ranging to negligible	Moderate adverse in middle distance views ranging to negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed	Medium middle distance views ranging to negligible	Moderate adverse in middle distance views ranging to negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
properties at Hunters Chase, Trearddur (viewpoint 7)		works and would form a small component of the wider view which contains a number of visual detractors (truck stop, electricity sub-station and mast, A55 and former aluminium works). Ground floor views would be filtered by garden vegetation and some would be obscured by intervening landform and the Road King truck stop. Views from more distant settlements would be obscured by intervening landform and industrial developments.				landscaping and long-term viability of planting.		
Transient receptors: travellers on the B4545 (viewpoint 4) Travellers on the Parc Cybi service road (similar to viewpoint 3)	Medium	Slightly elevated views towards the operational Logistics Centre site across gently undulating pastoral farmland. Transient views filtered by hedgerow and scrub field boundaries and	Adverse medium-term	Large in close-range open views ranging to moderate adverse in middle distance views, to negligible for more long distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views, to negligible for more long distance views	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to	Large in close-range open views ranging to moderate adverse in middle distance views, to negligible for more long distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views, to negligible for more long distance views

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Travellers on the A5153/A55 junction (viewpoint 6)		obscured in places by rock outcrops. Construction activity seen within the context of the Road King truck stop located to the north-east of the Logistics Centre site. Views from more distant local roads are obscured by landform and industrial development.		more long distance views	Significant to not significant	ensure successful establishment of proposed landscaping and long-term viability of planting.	more long distance views	Significant to not significant
Visitors to the Trefignath Burial Chamber (viewpoint 1) and Ty Mawr Standing Stone (viewpoint 2)	High	Close range direct and open uninterrupted views of the operational Logistics Centres site from the Trefignath Burial Chamber. Close-range views south-eastwards of the operational Logistics Centre site across undulating pastoral farmland, filtered by intervening hedgerow field boundaries, woodland, scrub and electricity sub-station. Views would be seen	Adverse medium-term	Large in close-range open views ranging to moderate adverse in middle distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views Significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Large in close-range open views ranging to moderate adverse in middle distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views Significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		within the context of the Road King truck stop, A55 and former aluminium works.						
Operation – summer, year 5								
Recreational receptors: Local PRoW (viewpoint 6) Local PRoW (viewpoint 9)	High	The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, year 1	Adverse medium-term	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Medium in close-range views ranging to small and negligible for more long distance views	Moderate adverse in close-range views ranging to minor adverse and negligible Significant to not significant
Recreational receptors: Lon Trefignath cycle path (local) (viewpoint 5) and Parc Cybi service road shared-use cycleway/footway (viewpoint 3)	High	The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views would be very similar	Adverse medium-term	Large in close-range views, ranging to negligible Significant to not significant	Major adverse in close-range views, ranging to negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of	Large in close-range views ranging to negligible Significant to not significant	Major adverse in close-range views, ranging to negligible Significant to not significant

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		to Operation – winter, year 1				Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.		
Community receptors: community view south-east from Kingsland, Kingsland Road and the small cluster of properties extending along the B4545 (viewpoint 4) and properties at Penrhyn Geiriol, Trearddur and properties at Hunters Chase, Trearddur (viewpoint 7)	High	The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, year 1	Adverse medium-term	Medium in middle distance views ranging to negligible	Moderate in middle distance views ranging to negligible Significant to not significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Medium in middle distance views ranging to negligible	Moderate adverse in middle distance views ranging to negligible Significant to not significant
Transient receptors: travellers on the B4545 (viewpoint 4) travellers on the Parc Cybi service road	Medium	The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views would be very similar	Adverse medium-term	Large in close-range open views ranging to moderate adverse in middle	Major adverse in close-range open views ranging to moderate adverse in middle distance views,	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for	Large in close-range open views ranging to moderate adverse in middle	Major adverse in close-range open views ranging to moderate adverse in middle distance views, to

Receptor (or group of receptors)	Value of receptor (s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
(similar to viewpoint 3) travellers on the A5153/A55 junction (viewpoint 6)		to Operation – winter, year 1		distance views, to negligible for more long distance views	to negligible for more long distance views Significant to not significant	the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	distance views, to negligible for more long distance views	negligible for more long distance views Significant to not significant
Visitors to the Trefignath Burial Chamber (viewpoint 1) and Ty Mawr Standing Stone (viewpoint 2)	High	The boundary hedge planting would have begun to establish and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, year 1	Adverse medium-term	Large in close-range open views ranging to moderate adverse in middle distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views Significant	During the operation of the Logistics Centre site, a long-term landscape management strategy would be implemented for the duration of Horizon's tenancy, to ensure successful establishment of proposed landscaping and long-term viability of planting.	Large adverse in close-range open views ranging to moderate adverse in middle distance views	Major adverse in close-range open views ranging to moderate adverse in middle distance views Significant

10.8 References

Table H10-7 Schedule of references

ID	Reference
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RD2	Natural Resources Wales. 2011. <i>LANDMAP. Cultural Landscape dataset</i> . [Online]. [Accessed: May 2017]. Available from: http://landmap-maps.naturalresources.wales/ .
RD3	Natural Resources Wales. 2013. <i>LANDMAP. Geological Landscape dataset</i> . [Online]. [Accessed: May 2017]. Available from: http://landmap-maps.naturalresources.wales/ .
RD4	Natural Resources Wales. 2013. <i>LANDMAP. Historic Landscape dataset</i> . [Online]. [Accessed: May 2017]. Available from: http://landmap-maps.naturalresources.wales/
RD5	Natural Resources Wales. 2013. <i>LANDMAP. Landscape Habitats dataset</i> . [Online]. [Accessed: May 2017]. Available from: http://landmap-maps.naturalresources.wales/ .
RD6	Natural Resources Wales. 2013. <i>LANDMAP. Visual and Sensory dataset</i> . [Online]. [Accessed: May 2017]. Available from: http://landmap-maps.naturalresources.wales/ .
RD7	Isle of Anglesey County Council and Natural Resources Wales. 2015. <i>The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan Review 2015 – 2020</i> . [Online]. [Accessed: April 2016]. Available from: http://www.anglesey.gov.uk/Journals/w/x/m/Anglesey-AONB-Management-Plan-2015_20.pdf .
RD8	Land Use Consultants. 2014. <i>State of the AONB Report for Anglesey</i> . [Online]. [Accessed: May 2017]. Available from: http://www.anglesey.gov.uk/Journals/2015/04/13/e/k/b/State-of-the-AONB-Report-for-Anglesey.pdf .
RD9	Natural Resources Wales. 2014. <i>National Landscape Character, NLCA01: Anglesey Coast</i> . [Accessed: May 2017]. Available by request from NRW, Maes y Ffynnon, Ffordd Penrhos, Bangor, Gwynedd, LL57 2DW, contact: John.briggs@cyfoethnaturiol.cymru.
RD10	Isle of Anglesey County Council. 2011. <i>Anglesey Landscape Strategy Update 2011</i> . [Online]. [Accessed: May 2017]. Available from: http://www.anglesey.gov.uk/Journals/2013/05/08/s/r/x/Anglesey-Landscape-Strategy-Update-2011.pdf .

ID	Reference
RD11	Cadw/International Council on Monuments and Sites. 2002. <i>Register of Parks and Gardens of Special Historic Interest in Wales</i> . Cardiff: Cadw.
RD12	British Standards Institution. 2012. <i>BS5837:2012 Trees in relation to design, demolition and construction – Recommendations</i> . London: British Standards Institution.