

# **Wylfa Newydd Project**

## **6.8.23 ES Volume H - Logistics Centre App**

### **H10-3 - Visual Effects schedule**

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Note: The methodology for the assessment is set out in chapter B10 (Landscape and visual) (Application Reference Number: 6.2.10).

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## 1 Visual effects schedule

### 1.1 Visual effects

Table 1-1 Visual effects

Viewpoint number <sup>1</sup>	Location, direction, designation and type of view (Representative/ Specific/ Illustrative)	Approx. distance to nearest point of Logistics Centre site boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
1	Representative view visitors to the Trefignath Burial Chamber (Scheduled Monument)  (within AONB)  Refer to photomontage in appendix H10-5 for change to view	20m	The Trefignath Burial Chamber 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 views between the Trefignath Burial Chamber and the Ty Mawr Standing Stone some partially screened by intervening field boundaries. The Road King truck stop and an electricity sub-station can be seen in views to the west and the settlement of Kingsland to the north-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. The A55 is screened by mature planting to the north.	Close range filtered views  Visitors to the Trefignath Burial Chamber  (Moderate number of receptors.)	High (V: High S: High)	<u>Construction</u>  Trefignath Burial Chamber: Close range partially filtered views of construction of the Logistics Centre site would initially be apparent in views north-west filtered by intervening field boundary vegetation. Removal of woodland and field boundary scrub would open up views of construction of the welfare/security building and covered inspection bay. The view to the Ty Mawr Standing Stone would be retained.  <u>Operation – winter year 1</u>  Trefignath Burial Chamber: Close range partially filtered views of the operational Logistics Centre site. The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works and chimney, A55 and overhead power lines. The landscaping to the site boundary would not yet have established. The view to the Ty Mawr Standing Stone would be retained.	Large adverse over short-term  (Size and scale: Large Geographical extent: Moderate)	Major adverse over short-term: Significant	Restriction of cabin height to two storeys.	Large adverse over short-term  (Size and Scale: Large Geographical extent: Moderate)	Major adverse over short-term: Significant

<sup>1</sup> For viewpoint locations refer to figure H10-5

Viewpoint number <sup>1</sup>	Location, direction, designation and type of view (Representative/ Specific/ Illustrative)	Approx. distance to nearest point of Logistics Centre site boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects	
						<p><u>Operation – summer year 5</u> Trefignath Burial Chamber: Close range partially filtered views of the operational Logistics Centre site. Hedge planting to the site boundary would be starting to establish and integrate the Logistics Centre into the landscape. The view to the Ty Mawr Standing Stone would be retained.</p> <p><u>Decommissioning</u> Visitors to the Trefignath Burial Chamber would have close range partially filtered 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. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing.</p>	<p><b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)</p> <p><b>Small</b> adverse over medium-term (Size and scale: small Geographical extent: small)</p>	<p><b>Major</b> adverse over medium-term: Significant</p> <p><b>Minor</b> adverse over medium-term: Not Significant</p>	<p>Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.</p> <p>Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.</p>	<p><b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)</p> <p>No additional mitigation practicable.</p>	<p><b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)</p> <p><b>Small</b> adverse over medium-term (Size and scale: small Geographical extent: small)</p>	<p><b>Major</b> adverse over medium-term: Significant</p> <p><b>Minor</b> adverse over medium-term: Not Significant</p>
2	Representative view visitors to the Ty Mawr Standing Stone (Scheduled Monument) (within AONB)	380m	The Ty Mawr Standing Stone is located to the north-west of the proposed 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	Close range direct views  Visitors to the Ty Mawr Standing Stone  (Moderate number of)	High (V: High S: High)	<p><u>Construction</u> Close range partially filtered views of construction of the Logistics Centre site would initially be apparent in views north-west. Views would be filtered by intervening hedgerows, woodland and scrub and the electricity sub-station. Removal of woodland and field boundary scrub</p>	<p><b>Medium</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)</p>	<p><b>Moderate</b> adverse over short-term: Significant</p>	<p>Restriction of cabin height to two storeys.</p>	<p><b>Medium</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)</p>	<p><b>Moderate</b> adverse over short-term: Significant</p>	

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	Refer to photomontage in appendix H10-5 for change to view		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 partially screened by intervening hedgerow field boundaries and scrub. Visual detractors include a communication mast an associated electricity sub-station, the Parc Cybi service road and associated lighting.	receptors.)		would open up direct views of construction of the welfare/security building and covered inspection bay visible beyond the electricity sub-station against the backdrop of the A55 and the former aluminium works and chimney visible further to the north-east.					
						<u>Operation – winter year 1</u> Close range partially filtered views of the operational Logistics Centre site would be apparent in views north-east beyond the electricity sub-station. The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works and chimney, A55 and overhead power lines. The landscaping to the site boundary would not yet have established.	<b>Medium</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)	<b>Moderate</b> adverse over short-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location. Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	<b>Medium</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)	<b>Moderate</b> adverse over short-term: Significant
						<u>Operation – summer year 5</u> Close range partially filtered views of the operational Logistics Centre site beyond the electricity sub-station. Hedge planting to the site boundary would be starting to establish and integrate the Logistics Centre into the landscape. The view to the Trefignath Burial Chamber would be retained.	<b>Medium</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Moderate</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.	<b>Medium</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Moderate</b> adverse over medium-term: Significant

Viewpoint number <sup>1</sup>	Location, direction, designation and type of view (Representative/ Specific/ Illustrative)	Approx. distance to nearest point of Logistics Centre site boundary	Existing (baseline) view description	Type of view and receptor group	Sensitivity of visual receptor (with value (V) and susceptibility (S) in brackets)	Change in view with embedded and good practice landscape mitigation	Magnitude of visual change without additional mitigation	Significance of effect without additional mitigation	Additional mitigation	Post-additional mitigation magnitude of change	Significance of residual effects
									Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.		
						<u>Decommissioning</u> Visitors to the site would have close range partially filtered views of plant movement associated with decommissioning operations of the Logistics Centre site visible beyond the electricity sub-station. Once the buildings inspection bay, security scanner and kiosks had been removed there would be open views across the empty Logistics Centre site. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing.	<b>Small</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)	<b>Minor</b> adverse over medium-term: Significant	No additional mitigation practicable.	<b>Small</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Minor</b> adverse over medium-term: Significant
3	Representative view shared cycleway/ footway along Parc Cybi service road. (within AONB)	360m	The cycleway/footway runs parallel to the Parc Cybi service road and extends along the south-east boundary of the Logistics Centre site. The cycle path 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. To the north-west mature woodland screens the south-east urban edge of Kingsland with Kingsland Windmill and Holyhead Mountain visible above the tree line. The route has open views of the Road King truck	Close range Direct and sequential views for east and west bound users of the Lon Trefignath Cycle path (local) and Parc Cybi service road.  Recreation receptor, users of the shared use cycleway/ footway  Transient receptor: users of the Parc Cybi service road.	<b>Medium</b> (V: High S: Medium) for all users	<u>Construction</u> Cycleway/footway: Close range direct and sequential views of construction of the Logistics Centre site would initially be apparent in views from the section of the route from the A5153 to the Trefignath Burial Chamber. 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 and chimney further north.  Parc Cybi service road: transient views from a moderate part of the linear route (as above).	<b>Large</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over short-term: Significant	Restriction of cabin height to two storeys.	<b>Large</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over short-term: Significant

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			stop to the south.				Moderate)			Moderate)	
						<u>Operation – winter year 1</u> Cycleway/footway: Close range open and sequential views of the operational Logistics Centre site from the section of the route from the A5153 to the burial chamber. The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works and chimney, A55 and overhead power lines. The landscaping to the site boundary would not yet have established.	<b>Large</b> adverse over medium-term (Size and Scale: Large Geographical Extent: Moderate)	<b>Major</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location. Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	<b>Large</b> adverse over medium-term (Size and Scale: Large Geographical Extent: Moderate)	<b>Major</b> adverse over medium-term: Significant
						Parc Cybi service road: transient views as above.	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent Moderate)	<b>Major</b> adverse over medium-term: Significant	As above.	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent Moderate)	<b>Major</b> adverse over medium-term: Significant
						<u>Operation – summer year 5</u> Cycleway/footway: Close range and sequential views from the section of the route from the A5153 to the burial chamber of the operational Logistics Centre site. Hedge planting to the site boundary would be starting to establish and would help to integrate the Logistics Centre into the landscape.	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location. Implementation of landscape strategy to ensure successful	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over medium-term: Significant

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						Parc Cybi service road: transient views from a moderate part of the linear route (as above).	Large	Major adverse over medium-term (Size and scale: Large Geographical extent Moderate)	establishment of proposed landscaping and long-term viability of planting. As above.	Large adverse over medium-term (Size and scale: Large Geographical extent Moderate)	Major adverse over medium-term: Significant
						<u>Decommissioning</u> Cycleway/footway: Close range and sequential views from the section of the route from the A5153 to the burial chamber of plant movement associated with decommissioning operations of the Logistics Centre site visible. Once the buildings inspection bay, security scanner and kiosks had been removed there would be open views across the empty Logistics Centre site. The boundary hedge planting would be becoming established and would filter views of the site embankments and security fencing.	Small	Minor adverse over medium-term (Size and scale: Negligible Geographical extent: Small)	No additional mitigation practicable.	Small adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	Minor adverse over medium-term: Significant
						Parc Cybi service road: transient views from a moderate part of the linear route (as above).	Small	Minor adverse over medium-term (Size and scale: Negligible Geographical extent: Small)	No additional mitigation practicable.	Small adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	Minor adverse over medium-term: Significant
4	Representative community view south-east from Kingsland, Kingsland Road and the small cluster of	790m	The settlement of Kingsland is located on slightly elevated ground on the southern edge of Holyhead (viewpoint 2). The settlement is predominantly closely positioned two storey semi-	Generally open views south-east occasionally restricted by intervening landform.	High (V: High, S: Medium)	<u>Construction</u> For all users: Local views of construction of the Logistics Centre site would initially be apparent view south-east. Construction of the welfare/security building and covered inspection bay would be noticeable	Medium adverse over short-term (Size and scale: Medium Geographical)	Moderate adverse over short-term: Significant	Restriction of cabin height to two storeys.	Medium adverse over short-term (Size and scale: Medium Geographical)	Moderate adverse over short-term: Significant

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	<b>properties extending along the B4545.</b>  (On the boundary of the AONB)		detached houses with some bungalow which limit, or focus, most residential views. Views are generally short to medium distance, restricted by surrounding topographical changes and the mature woodland strip along the south-east edge of the settlement. Properties located along the south-east urban edge have local views across undulating pastoral farmland south-east towards the Logistics Centre site with the Road King truck stop and properties along the A4545 visible in the middle distance. The former aluminium works and its chimney is visible to the far north.  Street lighting associated with Kingsland Road and the B4545 is a detracting feature. Other detractors in the wider landscape include the Road King truck stop and the former aluminium works visible in distant views to the east.	Direct and oblique views for community on southern fringe of Kingsland.  Community view, residential receptors to the south of Kingsland  Transient receptor, users of the B4545 (Kingsland Road)	(Moderate number receptors.) of	in the view against the backdrop of the former aluminium works and wooded undulating landform.  <u>Operation – winter year 1</u> For all users: The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works and chimney, and the A55 with associated street lighting and signage. The landscaping to the site boundary would not yet have established.	extent: Medium)			extent: Medium)	
						<u>Operation – summer year 5</u> For all users: The hedge planting to the site boundary would be starting to establish and integrate the Logistics Centre into the landscape.	Medium adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	Moderate adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.  Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	Medium adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	Moderate adverse over medium-term: Significant
						<u>Decommissioning</u> For all users: close range views of	Small adverse over	Minor adverse over	No additional mitigation practicable.	Small adverse over	Minor adverse over

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						plant movement associated with decommissioning operations of the Logistics Centre site visible beyond the Road King truck stop. Once the buildings inspection bay, security scanner and kiosks had been removed there would be filtered views across the empty Logistics Centre site. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing.	medium-term (Size and scale: Negligible Geographical extent: Small)	medium-term: Significant		medium-term (Size and scale: Large Geographical extent: Moderate)	medium-term: Significant
5	Representative view Lon Trefignath cycle path (within AONB)	360m	<p>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.</p> <p>Visual detractors include the street lighting associated with the A55, Parc Cybi service road and the Road King truck stop and an overhead mast and substation.</p>	<p>Close range Direct and sequential views for east and west bound users of the Lon Trefignath cycle path (local)</p> <p>(Moderate number of receptors.)</p>	<p><b>Medium</b> (V: High S: Medium)</p>	<u>Construction</u> Close range direct and sequential views of construction of the Logistics Centre site would initially be apparent in views north and north-west. 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 woodland planting along the A55..	<b>Large</b> adverse over short-term (Size and scale: Large Geographical Extent: Moderate)	<b>Major</b> adverse over short-term: Significant	Restriction of cabin height to two storeys.	<b>Large</b> adverse over short-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over short-term: Significant
						<u>Operation – winter year 1</u> Close range open and sequential views of the operational Logistics Centre site. The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the A55 and overhead power lines. The landscaping to the site boundary would not yet have established.	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.  Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	<b>Large</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Major</b> adverse over medium-term: Significant
						<u>Operation – summer year 5</u> Close range and sequential views of	<b>Large</b> adverse over	<b>Major</b> adverse over	Architectural treatment of proposed buildings	<b>Large</b> adverse over	<b>Major</b> adverse over

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						the operational Logistics Centre site. Hedge planting to the site boundary would be starting to establish and would help to integrate the Logistics Centre into the landscape.	medium-term (Size and scale: Large Geographical extent: Moderate)	medium-term: Significant	and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location. Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	medium-term (Size and scale: Large Geographical extent: Moderate)	medium-term: Significant
						<u>Decommissioning</u> Close range views of plant movement associated with decommissioning operations of the Logistics Centre site visible beyond the electricity sub-station. Once the buildings inspection bay, security scanner and kiosks had been removed there would be filtered views across the empty Logistics Centre site. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing.	Small adverse over medium-term (Size and scale: Negligible Geographical extent: Small)	Minor adverse over medium-term: Significant	No additional mitigation practicable.	Small adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	Minor adverse over medium-term: Significant
6	Representative view, local PROW (within AONB)	680m	PRoW on the A5153 to the south of the A55, Junction 2 (Ty Mawr Interchange) 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. There are local views of the Road King	Close range Open and oblique views  Recreational receptors, users of the PRoW  Transient receptors, users of the A5153	<b>Medium</b> (V: High S: Medium) for all user groups	<u>Construction</u> PRoW: Open elevated views of construction activities for the Logistics Centre site would initially be apparent in views south-east. Removal of woodland 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 A5153, A55 and the former aluminium works	Medium adverse over short-term (Size and scale: Medium Geographical extent: Medium)	Moderate adverse over short-term: Significant	Restriction of cabin height to two storeys.	Medium adverse over short-term (Size and scale: Medium Geographical extent: Medium)	Moderate adverse over short-term: Significant

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			truck stop and the Parc Cybi service road to the south, with rocky outcrops and scrub planting visible beyond. Mature woodland planting screens the south-east urban edge of Kingsland with Holyhead Mountain visible above the tree line to the far north-west. There are open views of Holyhead Leisure Centre to the south-west. The former aluminium works chimney and Penrhos Industrial Estate are visible above the A55 Junction embankment tree planting to the north-east.	and Junction A55 (Moderate number receptors.) of		<p>chimney located to the north of the Logistic Centre Site and the Road King truck stop located to the south of the Parc Cybi service road.</p> <p>A5153/A55 Junction: transient views as above.</p> <p><u>Operation – winter year 1</u> PRoW: Open elevated views of the operational Logistic Centre Site The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the A5153, former aluminium works, A55, overhead power lines and the Road King truck stop. The landscaping to the site boundary would not yet have established.</p> <p>A5153/A55 Junction: transient views as above.</p> <p><u>Operation – summer year 5</u></p>	<p><b>Medium</b> adverse over short-term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Medium</b> adverse over medium-term (Size and Scale: Medium Geographical Extent: Medium)</p> <p><b>Moderate</b> adverse over medium - term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Medium</b></p>	<p><b>Moderate</b> adverse over short-term: Not Significant</p> <p><b>Moderate</b> adverse over medium-term: Significant</p> <p><b>Moderate</b> adverse over medium - term: Not Significant</p> <p><b>Moderate</b></p>	<p>Restriction of cabin height to two storeys.</p> <p>Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.</p> <p>Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.</p> <p>As above.</p>	<p><b>Moderate</b> adverse over short-term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Medium</b> adverse over medium-term (Size and Scale: Medium Geographical Extent: Medium)</p> <p><b>Moderate</b> adverse over medium - term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Medium</b></p>	<p><b>Moderate</b> adverse over short-term: Not Significant</p> <p><b>Moderate</b> adverse over medium-term: Significant</p> <p><b>Moderate</b> adverse over medium - term: Not Significant</p> <p><b>Moderate</b></p>

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						<p>PRoW: Open elevated views of the operational Logistics Centre site. Hedge planting to the site boundary would be starting to establish and would help visually screen and integrate the Logistics Centre into the landscape. The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works, A55, overhead power lines and the Road King truck stop. The landscaping to the site boundary would not yet have established.</p> <p>A5153/A55 Junction: transient views as above.</p> <p><u>Decommissioning</u></p> <p>PRoW and A5153/A55 Junction: Close elevated views of plant movement associated with decommissioning operations of the Logistics Centre site visible beyond the electricity sub-station. 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</p>	<p>adverse over medium-term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Moderate</b> adverse over medium - term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p>	<p>adverse over medium-term: Significant</p> <p><b>Moderate</b> adverse over medium - term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>	<p>of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.</p> <p>Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.</p> <p>As above.</p>	<p>adverse over medium-term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Moderate</b> adverse over medium - term (Size and scale: Medium Geographical extent: Medium)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p>	<p>adverse over medium-term: Significant</p> <p><b>Moderate</b> adverse over medium - term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>

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						embankments and security fencing.					
7	<b>Representative community view Penrhyn Geiriol, and Hunter's Chase, Trearddur.</b> (within AONB)	500m	The detached houses and bungalows along Penrhyn Geiriol and Hunters Chase, Trearddur 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 settlements. The properties have direct and oblique local views north-east across the undulating landform towards the Logistics Centre site with views of the former aluminium works and chimney visible beyond. Some views are obscured by the intervening scrub covered rock outcrops landform and the properties garden vegetation.  Overhead powerlines, lighting along the A55 and long distance views of the former aluminium works are visual detractors.	Direct and oblique views to the north-east, some obscured by landform and trees.  Community receptors in Geiriol Penrhyn and Hunters Chase, Trearddur.  (Moderate number of receptors.)	<b>High</b> (V: High S: Medium)	<p><u>Construction</u></p> <p>Local views of construction of the Logistics Centre site would initially be apparent in views north. Construction of the welfare/security building and covered inspection bay would be noticeable in the view against the backdrop of the former aluminium works and chimney, and wooded undulating landform.</p> <p><u>Operation – winter year 1</u></p> <p>The Logistics Centre would increase the extent of industrial development in the view and would be seen within the context of the former aluminium works and chimney, A55 and overhead power lines. The landscaping to the site boundary would not yet have established.</p> <p><u>Operation – summer year 5</u></p> <p>The hedge planting to the site boundary would be starting to establish and integrate the Logistics Centre into the landscape.</p>	<b>Medium</b> adverse over short-term (Size and scale: Medium Geographical extent: Medium)	<b>Moderate</b> adverse over short-term: Significant	Restriction of cabin height to two storeys.	<b>Medium</b> adverse over short-term (Size and scale: Medium Geographical extent: Small)	<b>Moderate</b> adverse over short-term: Significant
							<b>Medium</b> adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	<b>Moderate</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.  Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.	<b>Medium</b> adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	<b>Moderate</b> adverse over medium-term: Significant
							<b>Medium</b> adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	<b>Moderate</b> adverse over medium-term: Significant	Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.	<b>Medium</b> adverse over medium-term (Size and scale: Medium Geographical extent: Medium)	<b>Moderate</b> adverse over medium-term: Significant

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									Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.		
8	Representative view Holyhead Mountain  (within the AONB and open access land)	4.4km	Scenic elevated long distance panoramic views north to south across pastoral farmland on gently undulating landform with woodland and scattered properties, and Holyhead town with the former aluminium works and chimney in the far distance. The field pattern is discernible at this distance. The Logistics Centre site is barely discernible at this distance and seen against the backdrop of the former aluminium works and the A55.  The former aluminium works and Penrhos Industrial Park are minor detracting	Elevated panoramic views.  Visitors to Holyhead Mountain / users of open access land.  (Moderate number receptors)	High (V: High S: High)	<u>Decommissioning</u>  Close range views of plant movement associated with decommissioning operations of the Logistics Centre site would be apparent in views north. Once the buildings inspection bay, security scanner and kiosks had been removed there would be open views across the empty Logistics Centre site. The boundary hedge planting would be establishing and would filter views of the embankments and security fencing.	<b>Small</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)	<b>Minor</b> adverse over medium-term: Significant	No additional mitigation practicable.	<b>Small</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)	<b>Minor</b> adverse over medium-term: Significant
						<u>Construction</u>  Distant views of construction of the Logistics Centre site would initially be apparent in a very small proportion of the view. Construction of the welfare/security building and covered inspection bay would be barely perceptible and would not discernibly alter the composition of the view and the visual amenity. The site would be seen within the context of the existing built environment including Holyhead town, the A55 and the former aluminium works.	<b>Negligible</b> adverse over short-term (Size and scale: Negligible Geographical extent: Small)	<b>Negligible</b> adverse over short-term: Not Significant	Not required.	<b>Negligible</b> adverse over short-term (Size and scale: Negligible Geographical extent: Small)	<b>Negligible</b> adverse over short-term: Not Significant
						<u>Operation – winter year 1</u>  The Logistics Centre would increase the extent of industrial development in the view, however the, the new buildings would be barely perceptible and would not discernible alter the composition of the view and the	<b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical	<b>Negligible</b> adverse over medium-term: Not Significant	Not required.	<b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical	<b>Negligible</b> adverse over medium-term: Not Significant

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			elements in the landscape.			<p>visual amenity. The site would be seen within the context of the existing built environment including Holyhead town, the A55 and the former aluminium works.</p> <p><u>Operation – summer year 5</u> The Logistics Centre would increase the extent of industrial development in the view; however, the new buildings would only be apparent in a very small proportion of the south-east view and seen within the context of the existing built environment including Holyhead town, the A55 and the former aluminium works. The sites boundary hedge planting would help to visually screen and integrate the site with the surrounding landscape.</p> <p><u>Decommissioning</u> Views of plant movement associated with decommissioning operations of the Logistics Centre would barely be perceptible in panoramic views south east across Holyhead town. Once the buildings inspection bay, security scanner and kiosks had been removed the Logistics Centre site would be barely perceptible in the long distance view.</p>	<p>extent: Small)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p>	<p><b>Negligible</b> adverse over medium-term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>	<p>Not required.</p> <p>Not required.</p>	<p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)</p>	<p><b>Negligible</b> adverse over medium-term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>
9	Representative view PRoW to SE of Holyhead Mountain (within the AONB and open access land)	2.2km	Scenic elevated long distance panoramic views north to south across pastoral farmland on gently undulating landform with woodland and scattered properties, and Holyhead town with the former aluminium works in the far distance. The field pattern is discernible at this distance. The Logistics Centre site is barely discernible at this	Elevated panoramic views.  Visitors to Holyhead Mountain / users of open access land.  (Moderate number of	High (V: High S: High)	<p><u>Construction</u> Distant views of construction of the Logistics Centre site would initially be apparent in a small proportion of the view. Construction of the welfare/security building and covered inspection bay would be just noticeable.</p> <p><u>Operation – winter year 1</u> The Logistics Centre would increase the extent of industrial development in the view, however the, the new</p>	<p><b>Small</b> adverse over short-term (Size and scale: Small Geographical extent: Medium)</p> <p><b>Small</b> adverse over medium-term (Size and scale: Not)</p>	<p><b>Minor</b> adverse over short-term: Not Significant</p> <p><b>Minor</b> adverse over medium-term: Not</p>	<p>Restriction of cabin height to two storeys.</p> <p>Architectural treatment of proposed buildings and structures through coordination of</p>	<p><b>Small</b> adverse over short-term (Size and scale: Small Geographical extent: Medium)</p> <p><b>Small</b> adverse over medium-term (Size and scale: Not)</p>	<p><b>Minor</b> adverse over short-term: Not Significant</p> <p><b>Minor</b> adverse over medium-term: Not</p>

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			<p>distance and seen against the backdrop of the former aluminium works and chimney, and the A55. Intermittent views of the Logistics Centre site from the PRoW obscured by intervening landform, housing and vegetation.</p> <p>The former aluminium works and Penrhos Industrial Park are minor detracting elements in the landscape.</p>	receptors)		<p>buildings would only be apparent in a very small proportion of the views south-east and seen within the context of the existing built environment including Holyhead town, the former aluminium works and chimney, and the A55.</p> <p><u>Operation – summer year 5</u> The Logistics Centre would increase the extent of industrial development in the view; however, the new buildings would only be apparent in a very small proportion of the south-east view and seen within the context of the existing built environment including Holyhead town, the former aluminium works and chimney and the A55.</p> <p>The sites boundary hedge planting would help to visually screen and integrate the site with the surrounding landscape.</p> <p><u>Decommissioning</u> Views of plant movement associated with decommissioning operations of the Logistics Centre would barely be perceptible in panoramic views south east. Once the buildings inspection bay, security scanner and kiosks had been removed the Logistics Centre site would be barely perceptible in</p>	<p>Scale: Small Geographical Extent: Medium)</p> <p><b>Small</b> adverse over medium-term (Size and Scale: Small Geographical Extent: Medium)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Negligible Geographical extent: Small)</p>	<p>Significant</p> <p><b>Minor</b> adverse over medium-term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>	<p>landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.</p> <p>Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.</p> <p>Architectural treatment of proposed buildings and structures through coordination of landscape and architectural strategies for landscape integration and to reduce adverse visual effects as suited to its industrial park location.</p> <p>Implementation of landscape strategy to ensure successful establishment of proposed landscaping and long-term viability of planting.</p>	<p>Scale: Small Geographical Extent: Medium)</p> <p><b>Small</b> adverse over medium-term (Size and Scale: Small Geographical Extent: Medium)</p> <p><b>Negligible</b> adverse over medium-term (Size and scale: Large Geographical extent: Moderate)</p>	<p>Significant</p> <p><b>Minor</b> adverse over medium-term: Not Significant</p> <p><b>Negligible</b> adverse over medium-term: Significant</p>

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						the long distance view.					