



Wylfa Newydd Project

6.10.2 ES Volume J - Environmental
commitments and summary of residual effects
J2 - Summary of significant residual effects

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2 Summary of significant residual effects

2.1 Introduction

- 2.1.1 This chapter provides a summary of the significant residual effects predicted to arise from the Wylfa Newydd Project. Each receptor that would experience at least one residual effect of moderate or major significance is included.
- 2.1.2 Cumulative effects are reported where applicable, both intra-project and inter-project, although there are some receptors that experience only individual effects. Minor effects have been included only in cases where they would contribute to significant cumulative effects.
- 2.1.3 No new assessment work is presented in this chapter; instead, it brings together the findings reported separately in chapters I3 (methodology) (Application Reference Number: 6.9.3), I4 (intra-project cumulative effects) (Application Reference Number: 6.9.4) and I5 (inter-project cumulative effects) (Application Reference Number: 6.9.5).
- 2.1.4 The summary of significant residual effects is set out in Table J2-1.

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Table J2-1 Summary of significant residual effects

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Socio-economics										
Labour market in the Daily Construction Commuting Zone (DCCZ)	Y	N	N	N	N	N	Changes to employment in the construction sector in the DCCZ. Approximately 2,000 home-based workers will be employed during the peak period of construction.	Major beneficial	Cumulative socio-economic effect with the A5025 On-line Highway Improvements, Visitor centre, Decommissioning of the Existing Power Station, Anglesey Eco Park, Penrhos Coastal Park, Holyhead Waterfront Redevelopment, North Wales Connection Project, Rhyd-y-Groes repower, Menai Science Park, Amlwch natural gas, Holyhead Deep, Holyhead Primary School, Llanfaethlu Primary School, Llangefni Link Road, utilities diversions, Llanbadrig Solar Farm, Coleg Menai, Wylfa Newydd Potable Water Supply, Holyhead Port Expansion, Glyn Rhonwy Pumped Storage and A487 Caernarfon to Bontnewydd Bypass. Demand on the existing construction sector locally could increase significantly. This would create opportunities for the existing local construction workforce and it may also provide opportunities to reduce the number of unemployed workers within the sector. Cumulatively, this increased demand may result in workers relocating to the area to	Major beneficial

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	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									avail themselves of the opportunities these Projects collectively present.	
Labour market on Anglesey	Y	N	N	N	N	N	Changes to employment in the construction sector on Anglesey. Approximately 1,256 home-based workers would be employed during the peak period of construction.	Moderate beneficial	<p>Cumulative socio-economic effect with the A5025 On-line Highway Improvements, Visitor centre, Decommissioning of the Existing Power Station, Anglesey Eco Park, Penrhos Coastal Park, Holyhead Waterfront Redevelopment, North Wales Connection Project, Rhyd-y-Groes Repower, Menai Science Park, Amlwch natural gas, Holyhead Deep, Holyhead Primary School, Llanfaethlu Primary School, Llangefni Link Road, Utilities Diversions, Llanbadrig Solar Farm, Coleg Menai, Wylfa Newydd Potable Water Supply, Holyhead Port Expansion, Glyn Rhonwy Pumped Storage and A487 Caernarfon to Bontnewydd Bypass.</p> <p>Demand on the existing construction sector locally could increase significantly. This would create opportunities for the existing local construction workforce and it may also provide opportunities to reduce the number of unemployed workers within the sector. Cumulatively, this increased demand may result in workers relocating to the area to avail themselves of the opportunities these Projects collectively present.</p>	Moderate beneficial

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Local economy in north Wales	Y	N	N	N	N	N	The investment made within the local economy (north Wales) as a result of the Wylfa Newydd Project is significant, and there will be increased spending by construction and operational workers within the north Wales area.	Moderate beneficial	Cumulative socio-economic effect with Decommissioning of the existing power station, Anglesey Eco Park, Penrhos Coastal Park, Holyhead Waterfront Redevelopment, North Wales Connection Project, Menai Science Park, Amlwch Natural Gas, Holyhead Deep, Utilities Diversions, Llanbadrig Solar Farm, Coleg Menai, Holyhead Port Expansion and the A487 Caernarfon to Bontnewydd Bypass. Investment in the north Wales economy (business and supply chain) will increase due to the investment that will occur as part of the other Projects.	Moderate beneficial
Local economy on Anglesey	Y	Y	Y	Y	Y	Y	There will be an annual average direct, indirect and induced increase in income of around £20 million on Anglesey.	Moderate beneficial	Cumulative socio-economic effect with Decommissioning of the existing power station, Anglesey Eco Park, Penrhos Coastal Park, Holyhead Waterfront Redevelopment, North Wales Connection Project, Rhyd-y-Groes Repower, Menai Science Park, Amlwch Natural Gas, Holyhead Deep, Holyhead Primary School, Utilities Diversions, Llanbadrig Solar Farm, Coleg Menai, and Wylfa Newydd Potable Water Supply, and Holyhead Port Expansion.	Moderate beneficial

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									Investment in the Anglesey economy (business and supply chain) will increase due to the investment that will occur as part of the other Projects.	
Community amenity (Cemaes/Tregele)	N	Y	N	N	N	N	Potentially significant adverse effects on community amenity due to environmental effects and traffic as a result of the construction works. The effects would be on the communities located within the Local Area of Influence (LAI) due to the scale and duration of construction activity.	Moderate adverse	Not applicable	Not applicable
Businesses, including tourism receptors (Cemaes/Tregele)	N	Y	N	N	N	N	Potential adverse environmental effects of traffic and construction works on local businesses (including tourism receptors and other commercial receptors) located within the LAI.	Minor to moderate adverse	The on-line and off-line A5025 construction works could both contribute to adverse environmental and traffic effects at the same time.	Minor-moderate adverse
Agricultural land at Ynys Wen	N	N	N	N	Y	N	Loss of 51% of total land plot area. Three fields affected. Severance of one field.	Moderate adverse	Not applicable	Not applicable
Agricultural land at Erw Goch	N	N	N	N	Y	N	Loss of 15% of total land plot area. Six fields and one parcel of scrubland affected. Severance of three fields.	Moderate/Major adverse	Not applicable	Not applicable
Agricultural land at Bedo	N	N	N	N	Y	N	Loss of 25% of total land plot area. Three fields and one	Moderate/Major adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							parcel of scrubland affected. Severance of three fields.			
Agricultural land at Pen-yr-Orsedd	N	N	N	N	Y	N	Loss of 25% of total land plot area. Seven fields affected and one field lost. Severance of two fields.	Major adverse	Not applicable	Not applicable
Agricultural land at Fadog	N	N	N	N	Y	N	Loss of 22% of total land plot area. Five fields affected. One field and one parcel of scrubland lost. Severance of two fields.	Moderate/ Major adverse	Not applicable	Not applicable
Agricultural land at Rhos Ty Mawr	N	N	N	N	Y	N	Loss of 16% of total land plot area. Five fields affected. Severance of two fields.	Moderate/ Major adverse	Not applicable	Not applicable
Agricultural land – interest unknown	N	N	N	N	Y	N	Loss of 34% of total land plot area. One field lost.	Moderate adverse	Not applicable	Not applicable
Agricultural land at Tyn Y Felin	N	N	N	N	Y	N	Loss of 100% of total land plot area.	Moderate adverse	Not applicable	Not applicable
Agricultural land at Penygroes	N	N	N	N	Y	N	Loss of 11% of total land plot area. Two fields affected.	Moderate/ Major adverse	Not applicable	Not applicable
Agricultural land – interest unknown (land reference 20010)	N	N	N	N	Y	N	Loss of 9% of total land plot area. Four fields and one parcel of scrubland affected.	Moderate/ Major adverse	Not applicable	Not applicable
Agricultural land – interest unknown (land reference WO580)	N	N	N	N	Y	N	Loss of 11% of total land plot area. Two fields affected.	Moderate/ Major adverse	Not applicable	Not applicable
Agricultural receptor at Ynys Wen.	N	N	N	N	Y	N	Potential reduction in agricultural activities.	Adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Business becomes commercially unviable, requiring it to relocate, or it may choose to cease trading.			
Agricultural receptor at Bedo	N	N	N	N	Y	N	Potential reduction in agricultural activities. Business becomes commercially unviable, requiring it to relocate, or it may choose to cease trading.	Adverse	Not applicable	Not applicable
Agricultural receptor at Tyn Y Felin	N	N	N	N	Y	N	Potential reduction in agricultural activities. Business may have to relocate or choose to cease trading.	Adverse	Not applicable	Not applicable
Llanfachraeth	N	N	N	N	Y	N	Existing traffic levels within Llanfachraeth would be reduced by more than 60%.	Major beneficial	Not applicable	Not applicable
Traffic and transport										
Motorised and public transport users	Y	N	N	N	N	N	Motorised and public transport users would experience significant increases in Heavy Goods Vehicle (HGV) flow through valley (section 9), Llanfachraeth (section 12), Llanfaethlu (section 15) and Cefn Coch (section 18) during the 2020 Wylfa Newydd Project 'without bypasses' scenario.	Moderate adverse	Not applicable	Not applicable
							Motorised and public transport users would experience significant decreases in traffic	Moderate beneficial	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							flow on the existing A5025 at Llanfachraeth (section 12) during the 2020 Wylfa Newydd Project 'with bypasses' scenario.			
							Motorised and public transport users would experience significant decreases in traffic flow on the existing A5025 at Cefn Coch (section 18) during the 2020 Wylfa Newydd Project 'with bypasses' scenario.	Major beneficial	Not applicable	Not applicable
							Motorised and public transport users would experience increases in journey times northbound along section 32 (A55 J6 to A5114 Llangefni) during the PM peak period of the 2020 Wylfa Newydd Project 'with bypasses' scenario.	Moderate adverse	Not applicable	Not applicable
							Motorised and public transport users would experience significant increases in traffic flows and/or traffic composition along the existing A5025 (sections 11, 14, 17, 20 and 21) during the 2023 Wylfa Newydd Project scenario.	Moderate adverse	Not applicable	Not applicable
							Motorised and public transport users would experience significant decreases in traffic	Moderate beneficial	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							flow on the existing A5025 at Llanfachraeth (section 12) during the 2023 Wylfa Newydd Project scenario.			
							Motorised and public transport users would experience significant decreases in traffic flow on the existing A5025 at Cefn Coch (section 18) during the 2023 Wylfa Newydd Project scenario.	Major beneficial	Not applicable	Not applicable
							Motorised and public transport users would experience significant decreases in traffic flow on the existing A5025 at Llanfachraeth (section 12) during the 2033 Wylfa Newydd Project scenario.	Moderate beneficial	Not applicable	Not applicable
							Motorised and public transport users would experience significant decreases in traffic flow on the existing A5025 at Cefn Coch (section 18) during the 2033 Wylfa Newydd Project scenario.	Major beneficial	Not applicable	Not applicable
Drivers travelling along section 13 (Llanfachraeth)	Y	N	N	N	N	N	Drivers travelling in both directions along section 13 (Llanfachraeth) would experience decreases in driver stress in the PM peak period in the 2023 Wylfa Newydd Project scenario.	Moderate beneficial	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Drivers travelling along section 13 (Llanfachraeth) would experience decreases in driver stress in the PM peak period in the 2033 Wylfa Newydd Project scenario.	Moderate beneficial	Not applicable	Not applicable
Public access and recreation										
Public Right of Way (PRoW) 18/018/1	N	N	N	N	Y	N	Closure of PRoW resulting in this route no longer being available to recreational walkers	Moderate adverse	Permanent closure of the PRoW previously subject to temporary diversions during the A5025 On-line Highway Improvements.	Major adverse
							Permanent closure of PRoW 18/018/1 prior to construction of section 1 of the proposed scheme.	Moderate adverse		
PRoW 27/020/1	N	N	N	N	Y	N	Adverse effect on amenity resulting from the introduction of an at-grade crossing within the route of this PRoW.	Moderate adverse	The cumulative effect of the On-line Highway Improvements and the A5025 Off-line Highway Improvements would result in a greater length of time that the PRoW would be closed or diverted than would occur from one Project alone. Where construction programmes do overlap, the recreational amenity of these PRoW would be reduced as a result of the noise, dust and visual intrusion caused by construction activities from both Projects.	Moderate adverse
							Introduction of new at-grade crossing due to the construction of the new road	Moderate adverse		
Lôn Trefignath	Y	N	N	N	N	Y	The cumulative effect associated with this receptor is the elongation of time over which these recreational and active travel users would	Moderate adverse	Parc Cybi Business Park together with the Wylfa Newydd Project would increase the effects of traffic flows across the Lôn Trefignath. While this would be an additive	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							experience a reduction in the amenity of the route.		effect, the number of vehicles are unlikely to substantially increase the overall numbers due to the high number of vehicles associated with the Wylfa Newydd Project.	
							Reduction in recreational amenity due to increased total HGV movements in and out of the Logistics Centre.	Moderate adverse		
							Reduction in convenience and attractiveness for active travel due to the introduction of a crossing used by HGVs.	Moderate adverse		
							Reduction in recreational amenity due to increased total HGV movements in and out of the Logistics Centre	Moderate adverse		
							Severance leading to a reduction in the amenity of the routes for active travel users as a result of the increased traffic flows in and out of the Logistics Centre.	Moderate adverse		
Footway/cycleway on Parc Cybi spine road	Y	N	N	N	N	N	Walkers and cyclists using the shared use footway/cycleway or the Lôn Trefignath which runs along the northern side of the spine road would be affected by vehicles entering and exiting the Logistics Centre.	Minor adverse	Parc Cybi Business Park together with the Wylfa Newydd Project would increase the effects of traffic flows across the cycleway/footway. While this would be an additive effect, the number of vehicles are unlikely to substantially increase the overall numbers due to the high number of vehicles associated with the Wylfa Newydd Project.	Moderate adverse
Recreational cyclists and walkers between	Y	N	N	N	N	N	Reduction in recreational amenity associated with cars	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Junction 4 (J4) of the A55 and the Park and Ride							travelling to and from the Park and Ride during the early morning and early evening.			
Tour de Môn	Y	N	N	N	Y	N	The cumulative effect associated with this receptor is the elongation of time over which these recreational and active travel users would experience a reduction in the amenity of the route.	Moderate adverse	A cumulative effect would occur due to additional time that traffic management would be required on the A5025, increasing the likelihood that the Tour de Môn race would be affected.	Moderate adverse
							Reduction in the amenity of the race route as it passes through Valley as a result in the change in alignment of the road and introduction of traffic management during the construction of the tie-ins of the new roundabout, should the traffic management cause delays to race times.	Moderate adverse		
Wales Coast Path (WCP)	N	Y	N	N	N	N	Reduction in the amenity of the route due to increased journey length and duration and loss of sea views.	Major adverse	Not applicable	Not applicable
WCP between Cemlyn Bay (east) and Cemaes/Wylfa Head	N	Y	N	N	Y	N	Adverse effect as a result of construction of the main plant and operation of the Site Campus. Construction of the Power Station Access Road junction across the WCP.	Major adverse	If the visitor centre was constructed at the same time as the construction of the Power Station, the additional effect on this construction site would be minimal. Should it occur once construction of the Power Station was complete it would increase the length of time that users of the WCP were affected.	Major adverse
	N	Y	N	N	N	N	Adverse effect on amenity for users of the WCP as a result of the visual and noise disruption	Moderate adverse		

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	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							during topsoil stripping and bulk earthworks.		In the longer term, the cumulative effect of the diversion of the WCP and the construction of the visitor centre would provide a resource for visitors to the WCP.	
WCP near Cemlyn Bay	N	Y	N	N	N	N	Reduction in recreational amenity as a result of the construction of the permanent and temporary breakwaters and the construction and operation of the Marine Off-Loading Facility (MOLF).	Major adverse	Not applicable	Not applicable
WCP across Cemlyn Bay and the National Trust land at Cemlyn (PRoW 18/002/1 and permissive route).	N	Y	N	N	N	N	Reduction in recreational amenity due to the earthworks.	Major adverse	Not applicable	Not applicable
WCP between Porth Wylfa and Wylfa Head (20/056/2, 20/056/1, 20/002/2).	N	Y	N	N	N	N	Reduction in recreational amenity as a result of the construction of the Site Campus.	Major adverse	Not applicable	Not applicable
Diverted WCP between Porth y Felin and Wylfa Head.	N	Y	N	N	N	N	Adverse effect on amenity for users of the diverted WCP as a result of visual and noise disruption during topsoil stripping and bulk earthworks.	Moderate adverse	Not applicable	Not applicable
WCP west of Cerrig Brith across Cemlyn Bay and WCP between Cemlyn Bay and Groesfechan.	N	Y	N	N	N	N	Adverse effect as a result of construction of the main plant.	Moderate adverse	Not applicable	Not applicable

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	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
WCP from west of Cemlyn (Trwyn Cemlyn to Porth y Felin.	N	Y	N	N	N	N	Adverse effect of the views of the MOLF and the operation of the MOLF with the associated increase in shipping movements.	Moderate adverse	Not applicable	Not applicable
WCP between Cerrig Brith and Porth y Felin (part of route between Cemlyn Bay and Porth y Felin) and loop back to Cemlyn Bay.	N	Y	N	N	N	N	Adverse effect as a result of construction of the main plant.	Major adverse	Not applicable	Not applicable
Users of the WCP between Porth y Felin and Trwyn Cemlyn.	N	Y	N	N	N	N	Reduction in recreational amenity as a result of the visual intrusion created by the presence of the breakwater during construction and operation of the Power Station.	Moderate adverse	Not applicable	Not applicable
Users of the WCP between Porth y Felin and Wylfa Head. (PRoWs 38/034/2, 38/034A/1 and 38/034A/2 and permissive routes).	N	Y	N	N	N	N	Closure of footpaths as a result of the perimeter fencing, loss of routes with sea views and increase in length of route between these two locations.	Major adverse	Not applicable	Not applicable
PRoWs within Wylfa Newydd Development Area that would be open after construction	N	Y	N	N	N	N	Increase in the recreational amenity of new footpaths compared to baseline conditions as a result of the provision of routes suitable for wheelchair users, picnic areas, interpretation boards and a nature trail.	Moderate beneficial	Not applicable	Not applicable

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	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Local PRoWs and permissive paths within the Wylfa Newydd Development Area that would be closed. (38/034/1, 38/035/1, 38/035/2, 38/035A/1, 38/034/2, 38/034/3, 38/034A/1, 38/034A/2, 20/031/1, 20/029/1, 20/029/2, 20/030/1, 20/030/2, 38/038/1, 20/050/1, 38/036/1, 38/037/1, 20/057/2, 20/057/1, 20/002/1, 20/038/1, 20/038/2, 20/039A/1, 20/039/1, 20/039/2, 20/003/2, 20/003/3, 20/005/2, 20/006/1, 20/004/4, 20/004/5, and 20/004/2)	N	Y	N	N	N	N	Local PRoWs and permissive paths within the Wylfa Newydd Development Area would be permanently closed.	Major to moderate adverse	Not applicable	Not applicable
PRoWs outside the Wylfa Newydd Development Area (18/001/1, 18/001/2, 18/010/1, 18/011/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 20/4/2, 20/005/1, and 20/010/1)	N	Y	N	N	N	N	There would be a reduction of amenity for users of the local PRoWs outside the boundary of the Wylfa Newydd Development Area as a result of the visual and noise disruption during main plant construction.	Moderate adverse	Not applicable	Not applicable

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	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
PRoWs outside the Wylfa Newydd Development Area (18/001/1, 18/001/2, 18/010/1, 18/011/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 20/4/2, 20/005/1, and 20/010/1)	N	Y	N	N	N	N	There would be a reduction of amenity for users of the local PRoWs outside the boundary of the Wylfa Newydd Development Area as a result of the visual and noise disruption during earthworks.	Moderate adverse	Not applicable	Not applicable
Visitors to Wylfa Head	N	Y	N	N	N	N	Reduction in accessibility to Wylfa Head as a result of the perimeter fencing, which would result in the closure of the Fisherman's car park	Moderate adverse	Not applicable	Not applicable
	N	Y	N	N	N	N	Reduction in recreational amenity as a result of the noise, dust and visual intrusion from the earthworks, main plant construction and operation of the Site Campus	Moderate adverse	Not applicable	Not applicable
Visitors to GeoMôn Geopark (Porth Wnal)	N	Y	N	N	N	N	Damage to the Porth Wnal Regionally Important Geodiversity Site (RIGS) as a result of the construction of the cooling water outfall	Moderate adverse	Not applicable	Not applicable
Visitors to Cemlyn Bay	N	Y	N	N	N	N	Increase noise and visual intrusion from construction of Power Station (including earthworks)	Moderate adverse	Not applicable	Not applicable

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	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	Y	N	N	N	N	Increase in visitor numbers as a result of the closure of Fisherman's car park	Moderate adverse	Not applicable	Not applicable
Visitors to the Anglesey Area of Outstanding Natural Beauty (AONB) near Porth-y-pistyll	N	Y	N	N	N	N	Loss of access to this area of AONB due to the erection of the perimeter fencing and associated closure of PProW	Major adverse	Not applicable	Not applicable
Air quality										
There are no significant residual effects for air quality.										
Noise and Vibration										
Residential receptors at Holyhead	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Minor adverse effect on 358 residential receptors.	Potential for a more significant effect or new significant effects at receptor group due to Penrhos Coastal Park construction interacting with Project-wide traffic	Potential for moderate adverse effect
Residential receptors at Kingsland	Y	N	N	N	N	Y	Intra-project cumulative noise effects due to overlap between construction and operation of the Logistics Centre and increased noise levels from effects of traffic on the A5025.	Major adverse effect on one residential receptor.	Not applicable	Not applicable
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Moderate adverse effect on two residential receptors.	Not applicable	Not applicable
Residential receptors north of Trearddur Bay	Y	N	N	N	N	Y	Intra-project cumulative noise effect due to the overlap of project-wide traffic and the operation of the Logistics Centre.	Moderate adverse effect at seven properties.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors outlying north of Valley	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Moderate adverse effect on eight receptors.	Potential for major significant effect at receptor group due the A5025 On-line Highway Improvements interacting with project wide traffic.	Potential for major adverse effect
Residential properties north of the A5 at Valley	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Major adverse on 69 and moderate adverse effect on 48 residential receptors.	Not applicable	Not applicable
Residential receptors south of A5 and north of North Wales Coast Railway Line	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Major adverse effect at 9 and moderate adverse effect on 78 residential receptors	Not applicable	Not applicable
Residential receptors south of the North Wales Coast Railway Line	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Moderate adverse effect at 121 residential receptors.	Not applicable	Not applicable
Outlying residential receptors south of Valley	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to the programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Moderate adverse effect at two residential receptors.	Not applicable	Not applicable
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Minor adverse effect on 16 residential receptors.		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors at Llanfihangel yn Nhowyn	Y	N	N	Y	N	N	Intra-project cumulative noise effect during programme overlap between construction of the park and ride facility and project-wide traffic on the A5025.	Major adverse effect on two residential receptors.	Not applicable	Not applicable
Outlying residential receptors, Llanfihangel yn Nhowyn	Y	N	N	Y	N	N	Intra-project cumulative noise and vibration effect due to programme overlap between construction of the Park and Ride facility and project-wide traffic on the A5025	Major adverse effect on nine and moderate adverse effect on six residential receptors.	Not applicable	Not applicable
	Y	N	N	Y	N	N	Intra-project cumulative noise and vibration effect due to interaction between effects of project wide traffic on the A5025 and the operation of the Park and Ride facility.	Moderate adverse effect on two residential receptors.	Not applicable	Not applicable
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Moderate adverse effect on four residential receptors.	Not applicable	Not applicable
Residential receptors Llanyngghenedl	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap of A5025 highway improvements and project wide traffic,	Major adverse effect on four properties.	Not applicable	Not applicable
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Major adverse effect on five and moderate adverse effect on 22 residential receptors.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors west of Llanfachraeth	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap of A5025 highway improvements and project wide traffic,	Major adverse effect at 35 residential receptors.	Not applicable	Not applicable
Community receptor off A5025 and north of Ysgol Llanfachraeth	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap of A5025 highway improvements and project wide traffic,	Moderate adverse	Not applicable	Not applicable
Outlying residential receptors north of Llanfachraeth	Y	N	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Major adverse effect at three residential receptors.	Not applicable	Not applicable
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025	Major adverse effect on four and moderate adverse effect on three residential receptors.		
Residential receptors at Llanrhuuddlad	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Major adverse effect on nine and moderate adverse effect on 24 residential receptors.	Not applicable	Not applicable
Outlying residential receptors south of Llanrhuuddlad	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Major adverse effect on four and moderate adverse effect on two residential receptors.	Not applicable	Not applicable
Residential receptors Llanfaethlu	Y	N	N	N	Y	N	Intra-project cumulative noise effects during programme overlap between project-wide	Major adverse effect on 13 residential receptors.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							traffic and the A5025 Off-line Highway Improvements.			
							Increased noise levels from the construction of the Off-Site Power Station Facilities	Major adverse at five receptors. Moderate adverse at three receptors.	Not applicable	Not applicable
							Increase in noise levels from the construction of the A5025 Off-line Highway Improvements.	Major adverse	Not applicable	Not applicable
	Y	N	Y	N	N	N	Intra-project cumulative effect during programme overlap between project-wide traffic and construction of Off-Site Power Station Facilities.	Major adverse effect on seven and moderate adverse effects on seven residential receptors.	Not applicable	Not applicable
	Y	N	Y	N	Y	N	Intra-project cumulative effects during programme overlap between project-wide traffic and A5025 Off-line Highway Improvements; and project wide traffic and the construction of Off-Site Power Station Facilities.	Major adverse effect on five residential receptors.	Not applicable	Not applicable
Outlying residential receptor north of Llanfaethlu	Y	N	N	N	Y	N	Intra-project cumulative noise effect during programme overlap between A5025 Off-line Highway Improvements and project-wide traffic.	Major adverse	Not applicable	Not applicable
Outlying residential receptors east of Llanfaethlu	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025 with Off-line Highway	Major adverse effect on four residential receptors.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Improvements completed and operational.			
Outlying residential receptors south of Llanfaethlu	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Major adverse effect on seven and moderate adverse effect on one residential receptor.	Not applicable	Not applicable
Outlying residential receptor south-east of Llanfaethlu Village	Y	N	N	N	Y	N	Intra-project cumulative effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Major adverse	Not applicable	Not applicable
Residential receptors off the A5025, north of Llanfaethlu Village	Y	N	N	N	Y	N	Intra-project cumulative effect due to programme overlap between project-wide traffic and the A5025 Off-line Highway Improvements.	Major adverse effect at two residential receptors.	Not applicable	Not applicable
	Y	N	Y	N	N	N	Intra-project cumulative noise effect during programme overlap between project wide traffic and the construction of Off-Site Power Station Facilities.	Major adverse on one and moderate adverse at one residential receptor.	Not applicable	Not applicable
	Y	N	Y	N	Y	N	Intra-project cumulative effects during programme overlap between project wide traffic and A5025 Off-line Highway Improvements; and project wide traffic and the construction of Off-Site Power Station Facilities.	Major adverse effect at three residential receptors.	Not applicable	Not applicable
	Y	Y	N	N	Y	N	Intra-project cumulative noise effect during programme	Major adverse effect on six, and moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors in Cefn Coch							overlap between project wide traffic, construction of the WNDA Development and the A5025 Off-line Highway Improvements.	effect on three residential receptors in Cefn Coch.		
	Y	Y	N	N	N	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the construction of the WNDA Development.	Major adverse on two and moderate adverse on three residential receptors	Not applicable	Not applicable
	Y	N	N	N	N	Y	Intra-project cumulative noise effects due to programme overlap between: project wide traffic and construction of the Logistics Centre; and project wide traffic and the operation of the Logistics Centre.	Major adverse on one residential receptor	Not applicable	Not applicable
Outlying residential receptors north of Cefn Coch	Y	Y	N	N	N	N	Intra-project cumulative noise effect due to programme overlap between the construction of the WNDA Development and the project wide traffic effects.	Major adverse effect on five and moderate adverse effect on four residential receptors.	Not applicable	Not applicable
	Y	Y	N	N	Y	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic, A5025 Off-line Highway Improvements and construction of the WNDA Development.	Major adverse effect on four residential receptors.		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors at Tregele	Y	Y	N	N	Y	N	Intra-project cumulative noise and vibration effect due to programme overlap between project-wide traffic, the A5025 Off-line Highway Improvements and the construction of the WDA Development.	Major adverse effect on two residential receptors.	Not applicable	Not applicable
	Y	Y	N	N	N	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and the construction of the WDA Development.	Major adverse effect at 35 and moderate adverse at 18 residential receptors.		
	Y	Y	N	N	N	N	Intra-project cumulative noise effects due to the following interactions identified to occur for a period of 32 quarters commencing in Year 1 and 100 quarters commencing in Year 11, respectively: • project wide traffic and the construction of the WDA Development; and • project wide traffic and the operation of the WDA Development.	Major adverse effect at four and moderate adverse effect at one residential receptor.		
	Y	N	N	N	N	N	Increased noise levels from the effects of traffic on the A5025.	Major adverse effect on eight receptors, moderate adverse on 35 receptors and minor adverse on 32 receptors at Tregele.		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Receptors on the A5025 between Cemaes and Treglele	Y	Y	N	N	N	N	Intra-project cumulative noise effect due to programme overlap between project-wide traffic and construction of the WNSA Development.	Major adverse effect at five and moderate adverse effect at nine residential receptors.	Not applicable	Not applicable
							The cumulative effects identified within this receptor group are due to the following interaction identified to occur for a period of 32 quarters commencing in year 1: project-wide traffic and the construction of the WNSA Development. A second interaction is due to the project-wide traffic and the operation of the WNSA Development.	Major adverse effect during construction of the WNSA Development. Moderate adverse effect during the operation of the WNSA Development.		
Residential properties and other buildings in close proximity to the WNSA Development	N	Y	N	N	N	N	Vibration during construction could cause annoyance, feelings of alarm and, in the most severe cases, could cause damage to structures.	Moderate adverse	Not applicable	Not applicable
Commercial properties and offices	N	Y	N	N	N	N	High noise levels during construction could cause annoyance and reduce speech intelligibility.	Moderate adverse at one commercial property and five offices.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Outlying residential properties south of the Wylfa Newydd Development Area (linked to development)	N	Y	N	N	N	N	Increased noise levels during operation from routine testing of standby emergency generators	Minor adverse effect on one receptor	Potential for a more significant effect or new significant effects at receptor group due to AN20 Utilities Diversion interacting with project wide traffic.	Potential for moderate or major significant effects
Schools and hotels in Cemaes	N	Y	N	N	N	N	High noise levels could cause annoyance and reduce speech intelligibility. High noise levels in schools which could affect learning, language development and retention.	Moderate adverse at one school and three hotels. Major adverse at two hotels.	Not applicable	Not applicable
Community buildings and places of worship (in Cemaes and Tregele)	N	Y	N	N	N	N	High noise levels during construction could cause annoyance and reduce speech intelligibility.	Minor adverse effect at four community buildings and six places of worship. Moderate adverse effect at one place of worship	Not applicable	Not applicable
Conventional waste and materials										
Composting facilities	Y	N	N	N	N	N	Potential that the activities undertaken during the construction phase of the Wylfa Newydd Project could have an adverse impact on the capacity of composting facilities within north Wales	Minor adverse	All the short-listed projects have the potential to affect the capacities of the receiving composting facilities in north Wales. Therefore, an adverse impact on the capacity of composting facilities within north Wales has been identified.	Minor adverse or higher
Recycling facilities	Y	N	N	N	N	N	Potential that the activities undertaken during the construction phase of the Wylfa Newydd Project could have an adverse impact on the capacity of recycling facilities within north Wales.	Minor adverse	Many short-listed projects have the potential to affect the capacities of the receiving recycling facilities in north Wales. Therefore, an adverse impact on the capacity of recycling facilities within north Wales has been identified.	Minor adverse or higher

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Potential that the activities undertaken during the decommissioning of Site Campus, Park and Ride and Logistics Centre could have an adverse impact on the capacity of recycling facilities within north Wales.	Minor adverse		
Land reclamation and/or construction sites	Y	N	N	N	N	N	Potential that the activities undertaken during the decommissioning of Site Campus, Park and Ride and Logistics Centre could have an adverse impact on the capacity of land reclamation and/or construction sites within north Wales.	Minor adverse	Many short-listed projects have the potential to affect the capacities of the receiving land-reclamation and/or construction sites in north Wales. Therefore, an adverse impact on the capacity of land reclamation and/or construction sites within north Wales has been identified.	Minor adverse or higher
Non-hazardous waste disposal facilities	Y	N	N	N	N	N	Potential that the activities undertaken during the construction phase of the Wylfa Newydd Project could have an adverse impact on the capacity of non-hazardous waste disposal facilities within north-west England	Minor adverse	Many short-listed projects have the potential to affect the capacities of the receiving non-hazardous waste disposal facilities in north-west England. Therefore, an adverse impact on the capacity of non-hazardous waste disposal facilities within north-west England has been identified.	Minor adverse or higher
							Potential that the activities undertaken during the operational phase of the Wylfa Newydd Project could have an adverse impact on the capacity of non-hazardous waste disposal facilities within north-west England	Minor adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Potential that the activities undertaken during the decommissioning of Site Campus, Park and Ride and Logistics Centre could have an adverse impact on the capacity of non-hazardous waste disposal facilities within north-west England.	Minor adverse		
Hazardous waste disposal facilities	Y	N	N	N	N	N	Potential that the activities undertaken during the construction and operational phase of the Wylfa Newydd Project and decommissioning of Site Campus, Park and Ride and Logistics Centre could have an adverse impact on the capacity of hazardous waste disposal facilities within north-west England.	Minor adverse	Many short-listed projects have the potential to affect the capacities of the receiving hazardous waste disposal facilities in north-west England region. Therefore, an adverse impact on the capacity of hazardous waste disposal facilities within north-west England has been identified.	Minor adverse or higher
Soils and geology										
Agricultural Land Classification (ALC) Subgrade 3b soil (on Isle of Anglesey)	N	Y	Y	Y	Y	N	Remediation of contamination	Moderate beneficial	Not applicable	Not applicable
Construction workers (within Wylfa Newydd Project)	N	Y	Y	Y	Y	Y	Potential exposure of construction workers to unexpected contamination	Moderate adverse	Not applicable	Not applicable
Construction workers, adjacent land users and future site users (within the Wylfa	N	Y	N	N	N	N	Remediation of contamination	Major beneficial	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Newydd Development Area)										
High-sensitivity controlled waters (within 250m of Wylfa Newydd Development Area)	N	Y	N	N	N	N	Remediation of contamination	Major beneficial	Not applicable	Not applicable
Medium-sensitivity controlled waters (within 250m of Wylfa Newydd Development Area)	N	Y	N	N	N	N	Remediation of contamination	Moderate beneficial	Not applicable	Not applicable
Sites of geological importance within GeoMôn Geopark (Anglesey)	N	Y	N	N	N	N	Damage to the Porth Wnal Dolerite RIGS due to the excavation of the cooling water outfall and associated cofferdam required for construction.	Moderate adverse	Cumulative effect with the Penrhos Coastal Park and Holyhead Waterfront Redevelopment due to increased loss of access or damage to sites of geological importance.	Moderate adverse
							Reduced accessibility and value of the Porth Wnal Dolerite RIGS as an educational resource due to the presence of the cooling water outfall.	Minor adverse		
							Removal of cooling water outfall could damage the Porth Wnal Dolerite RIGS.	Minor adverse		
Surface water and groundwater										
Tre'r Gof Catchment and water within the Tre'r Gof Site of	N	Y	N	N	N	N	Mounding and drainage would change surface water flows leading to a change in water availability during construction.	Moderate adverse	The Decommissioning of the existing power station and the Wylfa Newydd Potable Water Supply Pipeline projects are expected to	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Special Scientific Interest (SSSI)							Changes to surface water/shallow groundwater inflows at seeps and flushes affecting water availability and quality during construction.	Moderate adverse	result in minor effects on surface water and groundwater quality, therefore cumulative effects related to these projects with the Wylfa Newydd Project are expected.	
							High sediment loading in runoff from bare earth surfaces during construction.	Minor adverse		
Tre'r Gof Catchment and water within the Tre'r Gof Site of Special Scientific Interest (SSSI)	N	Y	N	N	N	N	Presence of landscape mounding and drainage would reduce the catchment area, resulting in lower flows within the catchment during operation.	Major Adverse	Not applicable	Not applicable
Afon Cafnan Catchment	N	Y	N	N	N	N	Change in natural catchment area through landscape mounding and drainage, which could alter flow rates	Moderate adverse	Not applicable	Not applicable
Cemaes Catchment	N	Y	N	N	N	N	Change in natural catchment area through landscape mounding and drainage, which could alter flow rates	Moderate adverse	Not applicable	Not applicable
Cemlyn Catchment including water within the Cemlyn Bay SSSI	N	Y	N	N	N	N	Change in natural catchment area through landscape mounding and drainage, which could alter flow rates	Moderate adverse	Not applicable	Not applicable
Existing Power Station ancillary buildings and services	N	Y	N	N	N	N	Potential combined effect if vibration and dewatering both affect ancillary building stability/structure at the same time, but the combined	Moderate adverse	The decommissioning of the Existing Power Station could have a negligible or minor effect on buildings and services at the Existing Power Station and therefore result in a cumulative effect with	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							adverse effect is unlikely to be greater than moderate.		those associated the Wylfa Newydd Project.	
Proposed Off-Site Power Station Facilities site	N	N	Y	N	N	N	Reduction in flood risk due to the implementation of a swale	Moderate beneficial	Not applicable	Not applicable
Off-site receptors (the residential property and sewage works to the south and south-west of the Off-Site Power Station Facilities and the A5025)	N	N	Y	N	N	N	Reduction in flood risk due to the provision of a swale	Major beneficial	Not applicable	Not applicable
Off-site receptors (agricultural land adjacent to the Off-Site Power Station Facilities)	N	N	Y	N	N	N	Reduction in flood risk due to the provision of a swale	Moderate beneficial	Not applicable	Not applicable
Terrestrial and freshwater ecology										
Tre'r Gof Site SSSI	N	Y	N	N	N	N	Water quality and water quantity changes during construction. This would affect species assemblages for which the SSSI is notified.	Major adverse (high level of uncertainty)	Not applicable	Not applicable
Ancient woodland	N	Y	N	N	N	N	Habitat loss during construction arising from removal of woodland habitat at Simdda-Wen and The Firs and track improvement works through Manor Gardens.	Major adverse	Not applicable	Not applicable
Caeau Talwrn SSSI	N	Y	N	N	N	N	Enhanced management of SSSI unit, plus creation of rich-	Moderate beneficial	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							fen habitat in land adjacent to the SSSI, strengthening resilience of Caeau Talwrn SSSI.			
Cors Bodeilio SSSI	N	Y	N	N	N	N	Creation and enhancement of adjacent rich-fen, extending this habitat type and linking Cors Bodeilio and Caeau Talwrn SSSI units.	Moderate beneficial	Not applicable	Not applicable
Corsydd Môn/Anglesey Fens SAC	N	Y	N	N	N	N	Creation and enhancement of rich-fen habitat which link and enhance constituent SSSI units within the SAC. Overall this would strengthen the resilience of fen habitat and the SAC.	Moderate beneficial	Not applicable	Not applicable
Landscape and visual										
Isle of Anglesey AONB	N	Y	Y	Y	Y	Y	Intra-project landscape effect as construction of the Power Station would overlap with the construction and operational phases of the Off-Site Power Station Facilities, the A5025 Off-line Highway Improvements and the Logistics Centre (including its decommissioning). The concurrent construction and operation of these developments would result in direct and indirect localised changes to the special qualities which define the	Moderate adverse effect locally (primarily relating to the WDA Development). Minor adverse effect overall.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>AONB (including expansive views and its coastal landscapes).</p> <p>While each development would result in localised effects on the features which contribute to the special qualities of the AONB the sum total of these effects is unlikely to undermine the integrity of the AONB, any effects being reduced as the mitigation planting associated with each development becomes established and helps to integrate the developments into the landscape.</p>			
	N	Y	N	N	N	N	<p>Construction</p> <p>Enabling Works:</p> <p>Erosion of landscape character through loss of existing vegetation, field boundaries and resulting field patterns, and buildings/remains of buildings. Intervention to rural landscape resulting from fencing and satellite compound. Effect limited to some extent by presence of Existing Power Station to north.</p> <p>Main Construction:</p>	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Pastoral farmland changed to construction site. Erosion of landscape character through direct changes including bulk earthworks/landscape mounding which would alter drumlin landform, formation of laydown areas, temporary buildings and structures, construction of Power Station buildings and infrastructure, including a large number of tall cranes. Intervisibility with other construction activities within adjacent landscape and seascape would further erode character.</p> <p>Changes to landscape pattern/ground cover as a result of the Ecological Compensation Site at Ty du.</p>			
	N	Y	N	N	N	N	<p>Operation: Winter Year 1</p> <p>Landform within AONB changed, but landscape mounding in keeping with drumlin landform, though a little steeper. Character of shoreline of AONB affected directly locally at Porth-y-pistyll by CWS intake structure, MOLF and removed temporary causeway. Natural characteristic features of the</p>	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							inner shoreline of Porth-y-pistyll bay would have been largely replaced by engineered structures. Adjacent breakwaters and large-scale Power Station would be uncharacteristic of landscape character and affect setting of AONB. Landscape restoration to pasture with field boundaries would help integrate landscape mounding and Power Station into surrounding landscape to some extent Changes to landscape pattern associated with the Ecological Compensation Site at Ty du.			
Isle of Anglesey AONB – directly affected area	N	Y	N	N	N	N	Operation: Summer Year 15 The natural characteristic features of the inner shoreline of Porth-y-pistyll would have been largely replaced permanently by engineered structures. CWS intake structure, MOLF and intervisibility with the adjacent breakwaters and large-scale Power Station would continue to be uncharacteristic of landscape character and setting of AONB. However, established broadleaved hedgerows and	Moderate adverse	Effects on the special qualities of the Isle of Anglesey AONB (principally changes to the expansive views and coastal landscapes resulting from the loss of features). The effects would largely result from the construction and decommissioning of the Power Station in combination with the decommissioning of the Existing Power Station, Anglesey Eco Park, Penrhos Coastal Park, Parc Cybi Stage 2, North Wales Connection Project, Rhyd-y-Groes Repower, Amlwch Natural Gas, Llanfaethlu Primary School and Llanbadrig Solar Farm.	Major adverse locally

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							woodland planting would help further integrate landscape mounding and Power Station into surrounding landscape.	Major adverse	The cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station. Furthermore, the effects would tend to be localised in nature in the vicinity of the Power Station and the majority of the AONB would be unaffected.	
							Decommissioning Removal of MOLF and CWS inlet would affect the shore of Porth-y-pistyll bay, resulting in a direct effect on the landscape character of the AONB. Construction, operation and subsequent demolition of Fuel Repackaging Facility, as well as incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect the adjacent landscape, resulting in an indirect effect on the landscape character of the AONB.			
Non-designated wider landscape	N	Y	Y	Y	Y	N	Construction of the Power Station would overlap with the construction and operational phases of the Off-Site Power Station Facilities, the Park and Ride (including its decommissioning) and the A5025 Off-line Highway Improvements. The concurrent	Minor to major adverse locally. Minor adverse overall.	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							construction and operation of these developments would result in direct and indirect localised changes to the landscape features and qualities which define the non-designated wider landscape. While each development would result in localised effects on landscape features within the non-designated wider landscape, the sum total of these changes are unlikely to undermine the integrity of the non-designated wider landscape, any effects being reduced as the mitigation planting associated with each development becomes established and helps to integrate the developments into the landscape (in addition to the restoration of the Park and Ride site to pasture).			
	N	Y	N	N	N	N	Construction of the WDA Development Enabling Works: Erosion of landscape character through loss of existing vegetation, including loss of woodland south of Existing Power Station, field boundaries and field pattern, introduction	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							of stone stockpile and temporary remediated soil storage mounds, as well as excavation of contaminated soils and backfill with inert materials. Intervention to rural landscape resulting from fencing, compounds and intervisibility with Enabling Works on adjacent AONB. Effect limited to some extent by presence of Existing Power Station to north. Main Construction: Pastoral farmland changed to construction site. Erosion of landscape character through direct changes including bulk earthworks/landscape mounding which would alter drumlin landform, formation of laydown areas, temporary buildings and structures, construction of Power Station buildings and infrastructure, including a large number of tall cranes. Intervisibility with other construction activities within adjacent landscape and seascape would further erode character.			
	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							MOLF and large-scale Power Station buildings would increase extent of industrial development within the landscape. Vacated construction and laydown areas and landscape mounds restored to predominantly agricultural use with new field boundaries in keeping with existing landscape character, would help to integrate Power Station into landscape. Sedimentation ponds near the base of mounding would be uncharacteristic. Intervisibility with breakwaters within Porth-y-pistyll would contrast with the undeveloped seascape adjacent to the non-designated wider landscape.			
	N	N	N	Y	N	N	Construction of Park and Ride Direct effects: Earthworks, formation of car park areas, temporary buildings and structures, construction of the bus facilities building, and associated infrastructure would change the directly affected part of the non-designated wider landscape. Incremental landscaping of completed areas would begin to offset adverse effects; however, loss	Moderate adverse Minor adverse overall		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							of hedgerows could not be mitigated fully. Medium scale construction activities would contrast with the predominantly rural landscape context and character of the non-designated wider landscape. Excavation and level changes would result in a change in land use from pastoral farmland to a construction site. Views of construction activities would contrast with the predominantly rural landscape located adjacent to the Park and Ride.			
	N	N	N	Y	N	N	Operation of Park and Ride: Summer Year 5 Direct effects: Establishment of hedge planting within operational site fence would soften appearance and strengthen the landscape pattern and establishment of new boundary tree and shrub planting and screen planting for the A55. Although the landscape structure would have been mostly restored, the presence of the Park and Ride would remain an incongruous feature during the operational phase.	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	N	N	Y	N	N	Decommissioning of Park and Ride (Year 6) This would involve the removal of temporary structures and services, breaking up concrete and surfacing, removal of lighting columns and the importation and deposition of topsoil of a similar grade to that which was in place before the Park and Ride was constructed. These activities would change the directly affected part of the non-designated wider landscape. Incremental reinstatement of completed areas would begin to offset adverse effects; planting supplemented as required following decommissioning works. The legacy masterplan includes reinstatement of the hedgerow pattern similar to the original layout to reinstate the original field pattern. The Park and Ride site would be returned to its existing pastoral use. Therefore, upon completion of the decommissioning activities there would be no residual effects.	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	N	N	N	Y	N	<p>Construction of A5025 Highway Improvements</p> <p>Direct effects: Sections 1, 3, 5 and 7 and the Power Station Access Road Junction would all be constructed within the non-designated wider landscape.</p> <p>Section 1: Sections of six pasture fields would be lost within the road footprint, and there would be a change in the pattern of fields due to a reduction in field size (landscape pattern and historic/cultural feature).</p> <p>Section 3: Sections of approximately 20 pasture fields would be lost within the road footprint, and there would be a change in the pattern of fields due to a reduction in field size (landscape pattern and historic/cultural feature). There would also be a change in field shape as construction works would cut across the majority of fields rather than running parallel.</p> <p>Section 5: Sections of approximately 10 pasture/arable fields would be lost within the road footprint,</p>	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>and there would be a change in the pattern of fields due to a reduction in field size (landscape pattern and historic/cultural feature). There would also be a change in field shape as construction works would cut across the majority of fields rather than running parallel.</p> <p>Section 7: Sections of approximately 12 pasture/arable fields would be lost within the road footprint, and there would be a change in the pattern of fields due to a reduction in field size (landscape pattern and historic/cultural feature). There would also be a change in field shape as construction works would cut across the majority of fields rather than running parallel.</p> <p>Direct effects at Power Station Access Road Junction: Sections of two pasture fields would be lost within the road footprint, and there would be a change in the pattern of fields due to a reduction in field size (landscape pattern and historic/cultural feature). There would also be a change in field</p>			

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>shape as construction works would cut the corners of the two fields.</p> <p>Indirect effects: In areas of the non-designated wider landscape not directly impacted, construction activity at the compound areas and along the construction footprint would reduce tranquillity and increase the perception of movement in the landscape within localised parts of the non-designated wider landscape.</p>			
Non-designated wider landscape – directly affected area only	N	Y	N	N	N	N	<p>Operation of the Power Station: Summer Year 15</p> <p>Established woodland planting and hedgerow field boundaries on landscape mounding would help to further integrate Power Station into landscape.</p> <p>Presence of large-scale Power Station buildings and infrastructure would, however, fundamentally change nature of directly affected part of the landscape.</p>	Moderate adverse	There would be a cumulative effect on the defining features and key characteristics of the non-designated wider landscape. The effects would largely result from the construction and decommissioning of the Power Station in combination with Decommissioning of the Existing Power Station and the construction, operation and any decommissioning of North Wales Connection Project, Menai Science Park, Amlwch Natural Gas, Llanfaethlu Primary School, Llangefni Link Road Scheme, Llanbadrig Solar Farm, the Wylfa Newydd Potable Water Supply and the Holyhead Port Expansion.	Major adverse locally
							Decommissioning Removal of MOLF and CWS outfall, and CWS inlet would respectively affect coastal fringe of non-designated wider	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							landscape, resulting in direct and indirect effects on the landscape character of the non-designated wider landscape. Construction, operation and subsequent demolition of Fuel Repackaging Facility as well as incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including tower cranes within the non-designated wider landscape, would adversely affect the landscape character.		The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station.	
Local Landscape Character	N	Y	Y	Y	Y	Y	Construction of the Power Station would overlap with the construction and operational phases of the Off-Site Power Station Facilities, the Park and Ride (including its decommissioning), the A5025 Off-line Highway Improvements and the Logistics Centre (in addition to its decommissioning). The concurrent construction and operation of these developments (and decommissioning where relevant) would result in direct and indirect localised changes	Major adverse	The addition of the Wylfa Newydd Project would result in additional effects on the defining features and key characteristics of the LLCAs across Anglesey. The effects would largely result from the construction and decommissioning of the Wylfa Newydd Project in combination with Decommissioning of the Existing Power Station, Anglesey Eco Park, Penrhos Coastal Park, Holyhead Primary School, Parc Cybi Stage 2, North Wales Connection Project, Rhyd-y-Groes Repower, Menai Science Park, Amlwch Natural Gas, Llanfaethlu Primary School, Llangefni Link Road Scheme,	Major adverse locally

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							to the features which define Local Landscape Character Areas (LLCA)s within the Study Area. Generally, these effects would be localised and occur in the vicinity of each development only. In this regard, the sum total of these changes is unlikely to significantly undermine and redefine the LLCAs cumulatively, the effects generally occurring in geographically distinct areas. Where effects do arise, for instance in the vicinity of the A5025 Off-line Highway Improvements where it passes the Off-Site Power Station Facilities, the effects on landscape character will be reduced as the mitigation planting associated with each development becomes established and helps to integrate the developments into the landscape (in addition to the restoration of the Park and Ride site to pasture).		Llanbadrig Solar Farm and the construction and decommissioning of Wylfa Newydd Potable Water Supply. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phases of the individual developments which form part of the Wylfa Newydd Development, reducing as landscape mitigation measures establish. Effects would tend to be greatest in the vicinity of each development.	
	N	Y	N	N	N	N	Enabling Works: Direct effects and/or intervisibility with Enabling Works causing erosion of	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>landscape character due to fencing, installation of compounds, loss of existing vegetation, field boundaries and field pattern, introduction of stone stockpile and temporary remediated soil storage mounds, as well as excavation of contaminated soils and backfill with inert materials.</p> <p>Main Construction: Direct effects and/or intervisibility with Main Construction causing erosion of landscape character due to bulk earthworks/landscape mounding and associated sedimentation ponds, formation of laydown areas, temporary buildings and structures, construction and operation of Site Campus, and construction of large-scale Power Station buildings and infrastructure, including a large number of tall cranes.</p> <p>Changes to landscape pattern/ground cover as a result of the Ecological Compensation Sites at Cae Canol-dydd, Cors Gwawr and Ty du.</p>			

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1 Introduction of large-scale Power Station buildings and infrastructure would increase extent of industrial development within local landscape and would either directly or indirectly affect the pastoral or wooded character of the LLCAs. Vacated construction and laydown areas and landscape mounds restored to predominantly agricultural use with new field boundaries in keeping with existing landscape character, would help to integrate Power Station into landscape. Sedimentation ponds near the base of mounding would be uncharacteristic. Changes to landscape pattern associated with the Ecological Compensation Sites at Cae Canol-dydd, Cors Gwawr and Ty du.	Minor to major adverse		
	N	Y	N	N	N	N	Operation of Power Station: Summer Year 15 Established woodland planting and hedgerow field boundaries would help to further integrate Power Station into landscape.	Minor to moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Presence of large-scale Power Station would fundamentally change nature of directly affected LLCAs and/or indirectly affect the character of the LLCAs.			
	N	Y	N	N	N	N	Decommissioning of Power Station Construction, operation and subsequent demolition of Fuel Repackaging Facility, as well as incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect landscape character either directly or indirectly.	Minor to major adverse		
	N	N	N	Y	N	N	Construction of Park and Ride Direct effects: The presence of temporary laydown areas and buildings, earthworks and the construction of the bus facilities building would change the character of the directly affected local landscape character and increase the extent of development in the rural landscape. Incremental landscaping of completed areas during construction would begin to partially offset	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							the adverse effects. Short sections of dry stone walls and hedgerows would be removed to provide Park and Ride access and internal routes. Traffic and construction activities alongside the A55 corridor would tend to extend the developed influence further into the rural landscape. Specific changes to landscape character would result from topsoil stripping in pastoral fields, and minor changes to the existing landform to provide level car park surfaces. Construction activities would contrast with the predominantly rural landscape character. Indirect effects: Views of construction activities uncharacteristic of rural location.			
	N	N	N	Y	N	N	Operation of Park and Ride: Year 1 Direct effects: Introduction of bus facilities building, large hard surfaced areas, lighting and infrastructure would increase the extent of development in this local landscape character area. Re-aligned native hedgerow field	Moderate adverse over medium term		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							boundaries would be planted to maintain the internal character and help integrate the Park and Ride into the rural site. Completed landscaping including restoration of vacated construction and laydown areas would help integrate the Park and Ride and soften views. The affected part of the landscape character area would have changed from pastoral landscape to a Park and Ride with associated infrastructure. Establishing proposed landscape enhancement would not be at a stage to provide beneficial integration/ screening. Indirect effects: new development in a rural setting.			
	N	N	N	Y	N	N	Operation: Summer Year 5 Direct effects: Establishment of hedgerow planting within operational site fence would soften appearance and strengthen the landscape pattern. Establishment of enhanced native planting and screen planting for the A5 would aid integration of the Park and Ride. Although the landscape structure would	Moderate adverse over medium term		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							have been mostly restored, the presence of the Park and Ride would remain an incongruous feature during the operational phase.			
	N	N	N	Y	N	N	Decommissioning of Park and Ride: Year 6 The demolition of the bus facilities building and removal of hardstanding/infrastructure and replacement with landscape features (grass, stone walls and field boundaries) characteristic of the area would improve the local landscape character and return fields to pastoral use. Absence of cars and buses would be notable and help restore the rural characteristics. Incremental reinstatement of completed areas would begin to offset adverse effects; planting supplemented as required following decommissioning works. The legacy masterplan includes reinstatement of the hedgerow pattern similar to the original layout to reinstate the original field pattern. The Park and Ride site would be returned to its existing	Moderate adverse over short term post-decommissioning		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							pastoral use. Therefore, upon completion of the decommissioning activities there would be no residual effects.			
North Anglesey Heritage Coast	N	Y	N	N	N	N	<p>Construction of the WNSA Development</p> <p>Enabling Works:</p> <p>No direct effects. However, setting affected by Enabling Works within adjacent seascape and landscape, including excavation of contaminated soils and backfill with inert materials, introduction of fencing and loss of vegetation and field boundaries.</p> <p>Main Construction:</p> <p>Excavation of intertidal rock and construction of MOLF and breakwaters, including temporary causeway, use of tall cranes and large concrete batching plant would substantially change the shore of Porth-y-pistyll and erode seascape character. Setting also affected by large-scale construction activities within adjacent seascape and landscape, including construction of Site Campus</p>	<p>Major adverse for directly affected area</p> <p>Moderate adverse overall</p>	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							and Power Station buildings, including a large number of tall cranes.			
North Anglesey Heritage Coast – directly affected area only	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1 Erosion of seascape character caused by the CWS intake structure, MOLF and associated breakwaters, which would increase extent of modified coastal edge and industrial development within North Anglesey Heritage Coast. The natural characteristic features of the inner shoreline of Porth-y-pistyll bay would have been largely lost. Hinterland forming part of setting of the Heritage Coast would also be affected by presence of Power Station buildings and infrastructure within adjacent Wylfa Newydd Development Area, adding to industrial presence of Existing Power Station.	Major adverse	The addition of the Wylfa Newydd Project would result in additional effects on the North Anglesey Heritage Coast. The effects would largely result from the Power Station in combination with Amlwch Natural Gas and be localised in nature. Effects associated with Decommissioning of the Existing Power Station reducing over time as the Wylfa site is restored. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station.	Major adverse locally
							Operation of Power Station: Summer Year 15 Continued erosion of seascape character caused by CWS intake structure, MOLF and associated breakwaters. The natural characteristic features	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>of the inner shoreline of Porth-y-pistyll would have been largely replaced permanently by engineered structures. Established woodland planting and hedgerow field boundaries on landscape mounding would help to further integrate Power Station into seascape, but hinterland of the Heritage Coast would continue to be affected by presence of Power Station buildings and infrastructure within adjacent Wylfa Newydd Development Area.</p> <p>Decommissioning of Power Station</p> <p>Removal of MOLF and CWS intake would affect the North Anglesey Heritage Coast within Porth-y-pistyll bay, resulting in a direct effect on seascape character.</p> <p>Construction, operation and subsequent demolition of Fuel Repackaging Facility, as well as incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, on adjacent coastal hinterland</p>	<p>Major adverse for directly affected area</p> <p>Moderate adverse effect on North Anglesey Heritage Coast overall</p>		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							would have an indirect adverse effect on seascape character.			
Local Seascape Character Areas (LSCAs): LSCA 1 Cemlyn Bay LSCA 2 Porth-y-pistyll LSCA 3 Wylfa [Existing] Power Station LSCA 4 Wylfa Head LSCA 5 Outer Cemaes Bay LSCA 6 Inner Cemaes Bay LSCA 7 Porth Padrig LSCA 8 North Coast Cliffs LSCA 9 North of Anglesey LSCA 10 Outer Cemlyn Bay LSCA 11 Hen Borth	N	Y	N	N	N	N	Enabling Works: Erosion of seascape character to varying degrees resulting from direct or indirect changes within the coastal hinterland, such as removal of existing field boundaries and resulting loss of field pattern, and excavation of contaminated soils and backfill with inert materials. Also intervention to pastoral landscape resulting from fencing and compounds. Main Construction: Direct effects on coastal hinterland and/or intervisibility with Main Construction due to construction and operation of Site Campus, bulk earthworks/landscape mounding and associated sedimentation ponds, formation of laydown areas, temporary buildings and structures, and construction of large-scale Power Station buildings and infrastructure, including a large number of tall cranes, would affect character of LSCAs. Also erosion of landscape character mainly	Minor to major adverse	The addition of the Wylfa Newydd Project would result in additional effects on Local Seascape Character. The effects would largely result from the Power Station in combination with Amlwch Natural Gas and be localised in nature. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station.	Major adverse locally Minor adverse overall

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>within LSCAs in western half of study area due to direct effects and/or intervisibility with excavation of intertidal rock and construction of MOLF and breakwaters, including cofferdams and temporary causeway, use of tall cranes and large concrete batching plant at Porth-y-pistyll.</p> <p>Operation: Winter Year 1 Site Campus, cofferdams and temporary causeway would have been removed. However, CWS intake structure, MOLF and associated breakwaters, as well as large-scale Power Station buildings and infrastructure, would continue to affect seascapes directly or indirectly due to increased extent of modified coastal edge and industrial development. Vacated construction and laydown areas and landscape mounds on coastal hinterland restored to predominantly agricultural use with new field boundaries in keeping with existing seascape character, would help to integrate Power Station into seascape.</p>	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Operation: Summer Year 15</p> <p>The natural characteristic features of the inner shoreline of Porth-y-pistyll would have been largely replaced permanently by engineered structures. CWS intake structure, MOLF and associated breakwaters, as well as large-scale Power Station buildings, would continue to affect the seascapes directly and indirectly to varying degrees due to the increased extent of modified coastal edge and industrial development, adding to the presence of the Existing Power Station. Established woodland planting and hedgerow field boundaries would help to further integrate Power Station into seascape, but this would not reduce significance of effect for LSCAs.</p>	Minor to major adverse		
							<p>Decommissioning</p> <p>Removal of MOLF and CWS intake and outfall would directly affect the seascape within Porth-y-pistyll bay,</p>	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							resulting in direct and indirect effects on seascape character. Construction, operation and subsequent demolition of Fuel Repackaging Facility, as well as incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect seascape character either directly or indirectly.			
WCP walkers	N	Y	N	N	Y	N	WCP walkers would potentially to experience cumulative visual effects resulting from the construction of the Power Station and the A5025 Off-line Highway Improvements. Furthermore, WCP walkers would also experience visual effects during the operational phases of these developments. Cumulative effects would be sequential in nature (i.e. views of each development occurring separately, the developments not being visible at the same time) where the length of the WCP between west Llanfachraeth and the Power Station, a distance of approximately 20km, is walked. There would be no (or	Major adverse	Users of the WCP would potentially experience intermittent sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Power Station) with Decommissioning of the Existing Power Station, Penrhos Coastal Park, Holyhead Waterfront Redevelopment, North Wales Connection Project, Rhyd-y-Groes Repower, Almwch Natural Gas, Llanbadrig Solar Farm and the Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project.	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							very limited) simultaneous views of the two developments.		The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where relevant).	
	N	Y	N	N	N	N	<p>Construction of the WNSA Development</p> <p>Enabling Works:</p> <p>Views of plant, machinery and compounds in conjunction with installation of fencing, progressive field boundary removal, vegetation clearance, demolition of buildings and excavation of contaminated soils and backfilling with inert materials.</p> <p>Main Construction:</p> <p>Construction of CWS intake structure, MOLF, cofferdams, temporary causeway and breakwaters, and operation of concrete batching plant, would be dominant in local views from west.</p> <p>Construction/operation of Site Campus would be particularly noticeable in views from east.</p> <p>Views from WCP would also feature bulk earthworks for landscape mounding and construction of Power Station buildings and infrastructure, including a large number of tall cranes.</p>	Moderate to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1 In views approaching from west CWS intake structure, MOLF, breakwater and Power Station buildings would be visible and particularly dominant in close-range views across Porth-y-pistyll bay. This would increase extent of industrial buildings and infrastructure in views. In views approaching from east, landscape mounding would largely conceal the lower portions of Power Station buildings and infrastructure, though upper parts of buildings would increase the extent of large-scale industrial buildings visible. Breakwaters would generally not be visible in views from the east, with the exception of views from Wylfa Head. Power Station buildings and infrastructure would be seen within context of Existing Power Station and associated OHLs and pylons, but be more noticeable.	Minor to major adverse		
	N	Y	N	N	N	N	Operation of Power Station: Summer Year 15	Negligible to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Views approaching from west would remain largely the same as at winter year 1, with the exception of views of the upper parts of simulator and training building visible above existing landform and mounding. Established broadleaved woodland planting would make little difference to views of Power Station buildings and together with MOLF and breakwaters would remain dominant features in close-range views. In views approaching from east, proposed broadleaved woodland and hedgerows on landscape mounds would have established and would help visually soften and integrate Power Station into landscape. Upper parts of Power Station buildings would continue to be visible.			
	N	Y	N	N	N	N	Decommissioning of Power Station Removal of MOLF and CWS intake structure and outfall would be noticeable in local views from the west. Views from WCP would also feature other decommissioning activity	Moderate to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, which would adversely affect views.			
Users of local PRoWs and Open Access Land	N	Y	Y	N	Y	N	Users of Local PRoWs and Open Access Land would potentially experience cumulative effects resulting from the construction and operation of the Power Station in combination with the construction and operation of the Off-Site Power Station Facilities in addition to the construction and operation of the A5025 Off-line Highway Improvements in combination with the Power Station. These effects are most likely to arise for users of PRoWs and Open Access Land within 2km of the Off-Site Power Station Facilities in and the A5025 Off-line Highway Improvements who will experience simultaneous or sequential views of the developments. While the changes in views would be most apparent during the construction phases of the	Major adverse	Users of Local PRoWs and Open Access Land would potentially experience sequential, simultaneous and/or consecutive visibility of the Power Station, the Off-Site Power Station Facilities and the A5025 Off-line Highway Improvements in combination with views of Decommissioning of the Existing Power Station, North Wales Connection Project, Rhyd-y-Groes Repower, Llanfaethlu Primary School, and Llanbadrig Solar Farm. Furthermore, users of PRoWs and Open Access Land would potentially experience sequential, simultaneous and/or consecutive visibility of the Logistics Centre in combination with Anglesey eco park, Penrhos Coastal Park and Parc Cybi Stage 2. In all instances, the impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							three developments, the establishment of mitigation planting would reduce effects during the operational phases. Due to the distance between PRowS and Open Access Land in the vicinity of the Logistics Centre and those in the vicinity of the Power Station, Off-Site Power Station Facilities and the A5025 Off-line Highway Improvements, and with consideration of the intervening landform and vegetation, it is unlikely that cumulative visual effects associated with in-combination visibility of these developments will arise.		decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where relevant).	
							Construction of Power Station Enabling Works: Views of plant, machinery and satellite compounds with stockpiles visible in conjunction with views of fencing installation, progressive field boundary removal and vegetation clearance, demolition of buildings and excavation of contaminated soils and backfilling with inert materials. Main Construction:	Moderate to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Most notable changes in local views from PRowS where construction of buildings and infrastructure, including tower cranes and super heavy lift cranes in conjunction with construction of the Generating Units, as well as bulk earthworks and construction of landscape mounding would be visible and often dominant. Construction of the MOLF and breakwaters also visible from some locations, such as open access land at Trwyn Pencarreg and Mynydd y Garn.</p> <p>Changes to visual amenity resulting from construction activities (including formation of soil storage stockpiles) at the Ecological Compensation Sites at Cae Canol-dydd, Cors Gwawr and Ty du.</p>			
							<p>Operation of Power Station: Winter Year 1</p> <p>Landscape mounding would soften or partly conceal the lower portions of some Power Station buildings, particularly from PRow on western fringe of Cemaes where only top of one main stack would be</p>	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>visible. However, large landscaped mounds would appear relatively featureless until hedgerow and woodland planting would have established. In views further away from the mounding, the extent of large-scale Power Station buildings in view would be extended, typically within the context of views of the Existing Power Station and OHLs and pylons. Power Station buildings would, however, be more noticeable than adjacent Existing Power Station and would change skyline in some views. MOLF and breakwaters dominant in views from open access land near Porth-y-pistyll.</p> <p>Changes to visual amenity associated with the Ecological Compensation Sites, principally related to the soil storage stockpiles associated with the sites at Cae Canoldydd and Cors Gwawr.</p>			
							<p>Operation of Power Station: Summer Year 15</p> <p>Broadleaved woodland and hedgerows on landscape mounds would have</p>	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>established helping to further visually soften and integrate Power Station into landscape depending upon the particular view. Large-scale Power Station buildings and infrastructure would, however, continue to be clearly noticeable features in most views, such as views from PProWs south-east of Tregle and open access land west of Porth-y-pistyll. CWS intake structure, MOLF and breakwaters would also continue to be dominant in views from open access land near Porth-y-pistyll.</p> <p>Decommissioning of Power Station Removal of MOLF and CWS intake and outfall would affect some views from the west. Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including tower cranes, would adversely affect views.</p>	<p>Moderate to major adverse</p>		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Local PRoW (FP1)	N	N	Y	N	N	N	Receptors would experience direct, open and local views of the construction works of the Off-Site Power Station Facilities, from long sections of this footpath in north-westerly aspects. Construction activity would not be wholly out of character within the view.	Moderate adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above
							Dismantling of the Off-Site Power Station Facilities buildings, viewed from sections of the footpaths to the south (FP1), would be filtered by the established on-site tree planting. The effects would be short-term. Once the initial decommissioning period is completed, buildings and structures would be removed and mature on-site vegetation retained.	Moderate adverse		
Local PRoW (FP2)	N	N	Y	N	N	N	Receptors would view the construction of the Off-Site Power Station Facilities buildings directly in open views from sections of the footpaths. The construction activities would be seen within the context of nearby and adjoining settlement development, and behind the A5025.	Moderate adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							The receptor would view the dismantling of the Off-Site Power Station Facilities buildings, over intercepting hedgerow boundaries and beyond the A5025. The change would affect part of the view, from sections of path which cross open fields and where breaks or the height of field hedgerows allow. Once the initial decommissioning period is completed, buildings and structures would be removed and mature on-site vegetation retained.	Moderate adverse		
PR29 38/013/2; 38/011/3; 38/011/2; 38/013/1; 38/011/1; 20/028/1 north-west of Llanfechell; footpath at standing stones near Llanfechell	N	N	N	N	Y	N	There would be oblique views south-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context.	Moderate adverse	See 'Users of local PRowS and Open Access Land' above	See 'Users of local PRowS and Open Access Land' above
PR27 38/013/3; 38/013/4; 38/036/2; 38/037/1 (west) north-east of Nanner Road	N	N	N	N	Y	N	From footpath 38/013/3 and the eastern end of footpath 38/013/4, there would be oblique views north-east towards construction works for the Power Station Access Road Junction, which would be	Moderate adverse	See 'Users of local PRowS and Open Access Land' above	See 'Users of local PRowS and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							in close proximity. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context and views would be filtered by vegetation at Groes-fechan. Views towards construction works would be similar in character for the rest of the footpaths, although works would be viewed at more of a distance (over 800m).			
Footpaths at Cefn Coch (PR21 and PR26)	N	N	N	N	Y	N	Construction There would be oblique, open views east and north-east towards activity, buildings and storage mounds within the construction compound, and construction works for the southern end of Section 7. The construction compound would be in close proximity to the eastern end of footpath 18/067/1. There would also be oblique views north-east towards construction works for the central part of Section 7 and attenuation pond A, although these works would be viewed at more of a distance (over 500m).	Large adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above
	N	N	N	N	Y	N	Operation: Winter Year 1	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Footpaths at Llanfaethlu (PR16 and PR18)							The effect of Section 5 would not be dissimilar to that of the existing A5025 from the western end of the footpath due to distance (over 500m), except man-made earthworks and attenuation ponds A and B would be perceptible. At the eastern end of the footpath, the overall highway corridor would appear wider due to the combination of Section 5 and the retained A5025 carriageway. Attenuation ponds A and B would also be in close proximity and moving traffic would be more perceptible as it would be raised on embankment. The more naturalistic shape of attenuation pond B would reduce its adverse effect on views as it would be more integrated into the surrounding landscape. There would also be views along the cutting due to the angle of views from the footpath, and the break in landform would be noticeable, as would moving traffic. Mitigation vegetation would not yet have become established.		See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above
							There would be elevated views at the western end of the	Large adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							footpath towards construction works for the southern end of Section 5, including attenuation ponds A and B and the activity, buildings and storage mounds within the construction compound. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. At the eastern end of the footpath construction works for the southern end of Section 5 would be in close proximity, including for attenuation ponds A and B. There would also be oblique views north towards construction works for the cutting at the northern end of Section 5.			
Footpaths at Llanfachraeth (PR8, PR10 and PR13)	N	N	N	N	Y	N	Operation: Winter Year 1 Section 3 would be more noticeable than the existing A5025 as it would extend further east into previously undeveloped fields and there would be views possible along the elevated carriageway and new earthworks. Attenuation pond A would appear as a man-made feature in the landscape. Mitigation	Moderate adverse	See 'Users of local PProWs and Open Access Land' above	See 'Users of local PProWs and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							vegetation would not yet have become established.			
PR12 Through The Rectory	N	N	N	N	Y	N	Construction works for Section 3 and attenuation pond C would be visible in fields to the east and south-east. However, this would be viewed with the presence of the existing A5025 and moving traffic in the baseline context and works would be filtered by intervening hedgerow vegetation.	Moderate adverse	See 'Users of local PRowS and Open Access Land' above	See 'Users of local PRowS and Open Access Land' above
PR11 North-east Llanfachraeth	N	N	N	N	y	N	Operation: Winter Year 1 There would be views west and east from the footpath towards Section 3, although dense field boundary hedgerows would filter views of moving traffic. The noise barrier would be a perceptible detractor, although this would help screen views of moving traffic from the west. Views would be most open where the footpath crosses Section 3 and the road is at grade. There would be open views north and south along the carriageway. Views west from the far western end of the footpath would experience a beneficial change as traffic would move to Section 3. Mitigation	Moderate adverse	See 'Users of local PRowS and Open Access Land' above	See 'Users of local PRowS and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							vegetation would not yet have become established.			
PR10 West of Bryn Farm and through Bryn Farm to Llanllibio Fawr	N	N	N	N	Y	N	Operation: Winter Year 1 Section 3 would be partially in cutting to the north-west. Moving traffic would be predominantly screened but there would be a noticeable break in landform. The embankments and new viaduct at Afon Alaw would be visible in views west and moving traffic would be perceptible on embankment or at grade. The noise barrier would screen some views of traffic but in itself would form a visual detractor. Mitigation vegetation would not yet have become established.	Moderate adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above
							Construction works for Section 3 would be visible to the west and there would be direct views towards the construction of earthworks and new viaduct structure for the Afon Alaw crossing. The lifting cranes are likely to be highly visible. Oblique views would be possible north-west towards construction works for the overbridge and for attenuation pond B. The northern end of	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							the footpaths would have views filtered by vegetation in adjacent fields. Further south, views would be more elevated and open but construction works would be viewed at more of a distance (over 1km).			
PR9 Along Afon Alaw	N	N	N	N	Y	N	Operation: Winter Year 1 The embankments and new viaduct structure at Afon Alaw would be in close proximity, particularly where the footpath passes beneath the viaduct. Moving traffic would be highly perceptible on embankment. The noise barrier would screen some views of traffic but in itself would form a visual detractor. The character of the view would be significantly different, especially in views to the east. Mitigation vegetation would not yet have become established. There would be a beneficial change in views west towards the existing A5025 as traffic would move to Section 3	Large adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above
Footpaths at Llanfachraeth (PR9 and PR11)	N	N	N	N	Y	N	Operation: Summer Year 15 Mitigation vegetation would help to screen views towards moving traffic and soften the appearance of earthworks and	Moderate adverse	See 'Users of local PRoWs and Open Access Land' above	See 'Users of local PRoWs and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							the noise barrier. However, the character of the view would be significantly different, in particular for views to the east where the distance of the view is likely to be much shorter as the embankments and screen vegetation would form a barrier (approximately 100m distance compared to middle distance).			
PR6 Near Cleifiog Fawr and Old Telephone Exchange	N	N	N	N	Y	N	There would be open, local views from the south-east end of footpath 49/016/2 towards construction works for Section 1, and activity, buildings and storage mounds within the construction compound. There would also be oblique views south-west towards construction works for Section 1, although viewed with the presence of the existing A5025, A5 and moving traffic in the baseline context. Topography north of Section 1 is likely to screen some construction works further south along Section 1. As the footpaths ascend the slope to Gorad Road, more of the construction works would be visible, but they would be viewed at a greater distance (approximately 800m).	Moderate adverse	See 'Users of local PRowS and Open Access Land' above	See 'Users of local PRowS and Open Access Land' above

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Copper Trail/NCN Route 566 users	N	Y	N	N	Y	Y	The intra-project cumulative effect associated with this receptor is the elongation of time over which these recreational and active travel users would experience a reduction in the amenity of the route.	Minor adverse	Users of the Copper Trail/NCN Route 566 would potentially experience intermittent sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Power Station) with North Wales Connection Project, Rhyd-y-Groes Repower, Llanbadrig Solar Farm and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to have greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where relevant).	Moderate to major adverse
							Construction of the WNSA Development Enabling Works: There would be views or glimpses of plant, machinery and compounds in conjunction with progressive vegetation clearance, installation of fencing and excavation of contaminated soils. Main Construction: Bulk earthworks and construction of landscape mounds would be apparent in open views. Subsequently construction of buildings and infrastructure, including tower cranes and super heavy lift cranes in conjunction with construction of the Generating Units, would be clearly noticeable in many views, with the most significant effects experienced in close-range views for eastbound cyclists	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							passing adjacent to the Wylfa Newydd Development Area boundary on Cemlyn Road.			
							Operation: Winter Year 1 Close-range views from Cemlyn Road most affected. Landscape mounding would partially conceal lower parts of some Power Station buildings in most views. Overall, the visible parts of Power Station buildings would increase the extent of large-scale industrial buildings seen within context of Existing Power Station and associated OHLs and pylons, and/or wind turbines in some views. Power Station buildings would, however, be more noticeable than adjacent Existing Power Station and would change skyline in some views.	Negligible to major adverse		
							Operation: Summer Year 15 Close-range views from Cemlyn Road most affected. Established broadleaved woodland and hedgerows on landscape mounds help to soften views and further integrate Power Station into landscape. Taller Power Station buildings would remain	Negligible to moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							visible on skyline, seen in context of Existing Power Station and associated OHLs and pylons, and/or wind turbines in some views. Power Station buildings would however be more noticeable than the adjacent Existing Power Station in some views.	Minor to major adverse		
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including tower cranes, would adversely affect views.			

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
A5025 users	N	Y	N	N	N	N	<p>Enabling Works: Views of plant, machinery and satellite compounds with stockpiles in conjunction with installation of fencing and progressive field boundary removal and vegetation clearance.</p> <p>Main Construction: Bulk earthworks and construction of landscape mounds, as well as construction of Power Station buildings and infrastructure, including a large number of tall cranes, would be noticeable. The most noticeable effects would be experienced in local views from roads including Cemlyn Road and a local road east of Tregele.</p> <p>Construction lighting would be visible to the west of Tregele in open and expansive night-time views, sometimes in the context of existing lighting.</p>	Moderate to major adverse	<p>Users of the A5025 would potentially experience intermittent sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Power Station) with North Wales Connection Project, Rhyd-y-Groes Repower, Llanbadrig Solar Farm and the Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project.</p> <p>The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where relevant).</p>	Moderate to major adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1 Most noticeable visual effects experienced from the section of A5025 passing adjacent to Wylfa Newydd Development Area. Views of landscaped mounding would partially conceal or soften views of lower parts of Power Station buildings to variable degrees. Visible upper parts of Power Station buildings would increase extent of large-scale industrial buildings in view. Power Station buildings would be more noticeable than adjacent Existing Power Station and would change skyline in some views. Lighting emanating from the upper portions of the Power Station buildings and the main stacks would noticeably increase the extent of existing lighting in the night-time view.	Minor to major adverse		
	N	Y	N	N	N	N	Operation of Power Station: Summer Year 15 Established broadleaved woodland and hedgerows on landscape mounds would help visually soften views of Power Station. Upper parts of Power	Minor to moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Station buildings would (to varying degrees) remain visible above woodland planting in many views, though the buildings would be completely obscured by woodland planting on mounding in some views from the A5025 along the south-eastern boundary of the Wylfa Newydd Development Area.</p> <p>Lighting emanating from the upper portions of the Power Station buildings and the main stacks would remain visible in night-time views.</p>			
	N	Y	N	N	N	N	<p>Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including tower cranes, would adversely affect views.</p> <p>Lighting activities associated with decommissioning activities would be potentially visible to the west of Tregele in open and expansive night-time views, sometimes in the context of existing lighting.</p>	Moderate to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Local road network users	N	Y	Y	N	Y	N	<p>Users of the local road network identified within the study area of each development would potentially experience cumulative visual effects during the construction and operational phases of the Power Station, and during the operational phase of the A5025 Off-line Highway Improvements with the construction and operation of the Off-Site Power Station Facilities.</p> <p>These effects would have the potential to be both sequential in nature and simultaneous.</p> <p>While the change in views would be greatest during the construction of both the Off-Site Power Station Facilities and construction of the Power Station, the establishment of mitigation planting would reduce effects during the operation of all three developments.</p>	Moderate adverse	<p>Users of the local road network would potentially experience sequential, simultaneous and/or consecutive visibility of the Power Station, the Off-Site Power Station Facilities and the A5025 Off-line Highway Improvements in combination with views of Decommissioning of the Existing Power Station, North Wales Connection Project, Rhyd-y-Groes Repower, Llanfaethlu Primary School, and Llanbadrig Solar Farm. Furthermore, users of the local road network would potentially experience sequential, simultaneous and/or consecutive visibility of the Logistics Centre in combination with Anglesey Eco Park, Penrhos Coastal Park and Parc Cybi Stage 2.</p>	Moderate adverse
	N	Y	N	N	N	N	<p>Enabling Works:</p> <p>There would be views or glimpses of plant, machinery and compounds in conjunction with progressive vegetation clearance, installation of</p>	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>fencing and excavation of contaminated soils.</p> <p>Main Construction:</p> <p>Bulk earthworks and construction of landscape mounds, as well as construction of buildings and infrastructure, including tower cranes and super heavy lift cranes in conjunction with construction of the Generating Units, would be noticeable. The most noticeable effects would be experienced in local views from roads including Cemlyn Road and a local road east of Tregede.</p> <p>There would be panoramic views of construction lighting. Whilst lighting from the Existing Power Station is clearly noticeable in this view, and despite intervening landform and vegetation, additional lighting would substantially increase the extent of lighting in the night-time view.</p> <p>Changes to visual amenity resulting from the Ecological Compensation Site at Ty du.</p>			
	N	Y	N	N	N	N	Operation of Power Station: Winter Year 1	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Most noticeable effects would be experienced in local passing views from Cemlyn Road and local roads south-east of Tregele, where landscape mounds would largely conceal the lower parts of Power Station buildings, but the upper parts would result in a substantial increase in the extent of large-scale industrial buildings visible and change the skyline. However, landscape mounding would screen the Power Station, except for glimpses of main stacks, in close views from Cemlyn Road and Nanner Road junction, where a large sedimentation pond would be noticeable near the base of mounding. Middle-distance passing views from other local roads would also often include views of Power Station buildings, obscured to varying degrees by landscape mounding.</p> <p>Lighting emanating from the upper portions of the Power Station buildings and the main stacks would be visible in night-time views.</p>			

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Changes to visual amenity resulting from the Ecological Compensation Site at Ty du			
	N	Y	N	N	N	N	Operation of Power Station: Summer Year 15 Established broadleaved woodland and hedgerows on landscape mounds would help visually soften views of Power Station to limited extent. Power Station buildings would continue to be clearly noticeable and be more noticeable than adjacent Existing Power Station. The large sedimentation pond near the base of mounding would continue to be noticeable in close views from Cemlyn Road and Nanner Road junction. Lighting emanating from the upper portions of the Power Station buildings and the main stacks would remain visible in night-time views.	Negligible to moderate adverse		
	N	Y	N	N	N	N	Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including tower	Minor to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							cranes, would adversely affect views. Lighting activities associated with decommissioning activities would be potentially visible in panoramic views. Whilst lighting from the Existing Power Station is clearly noticeable in this view, and despite intervening landform and vegetation, additional lighting would substantially increase the extent of lighting in the night-time view.			
T1 Local road: Llanfachraeth to Llanfigael	N	N	N	N	Y	N	Construction works for Section 3 would be in very close proximity, in particular works for the new overbridge. Construction works for attenuation pond B would also be visible to the north. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Very large adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.
							Operation: Winter Year 1 Section 3 would be partially in cutting so moving traffic would	Large adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							not be that perceptible from the road. The noise barrier would restrict views of moving traffic as well, although the noise barrier itself would form a visual detractor. The alignment of Section 3 in previously undeveloped fields would be perceptible due to proximity and there would be a noticeable gap in landform at the cutting. Views would be most open where the road crosses Section 3 on the new overbridge, where there would be views north and south along the carriageway. Attenuation pond B would appear as a man-made feature in the landscape. Mitigation vegetation would not yet have become established.			
							Operation: Summer Year 15 Mitigation vegetation would help to screen views of the noise barrier and help disguise the gap in landform at the cutting. Shrub planting would help to soften the appearance of attenuation pond B. However, the alignment of Section 3 in previously undeveloped fields would remain highly perceptible.	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							particularly where the road crosses Section 3 on the new overbridge.			
T2 Local road: to Llanfwrog	N	N	N	N	Y	N	Construction works for Section 3 and attenuation pond C would be visible in fields to the east and south-east. However, works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context and views would be filtered by intervening hedgerow vegetation. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.
T3 Local road: to Llanfigael	N	N	N	N	Y	N	Views south along construction works for the northern end of Section 3. Construction works would be visible for some distance due to the angle of view (up to 1km), although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Hedgerow vegetation would provide some filtering of views. Temporary change in night-	Large adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
							Operation: Winter Year 1 Moving traffic would be noticeable on the embankments of Section 3 in closer proximity than the existing A5025. There would be views along the road as far as Parc Llynnon due to the angle of view. Man-made earthworks would be perceptible. Hedgerow vegetation would provide some filtering of views. Mitigation vegetation would not yet have become established.	Moderate adverse		
							Operation: Winter Year 1 Moving traffic would be noticeable on the embankments of Section 3 in closer proximity than the existing A5025. There would be views along the road as far as Parc Llynnon due to the angle of view. Man-made earthworks would be perceptible. Hedgerow	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							vegetation would provide some filtering of views. Mitigation vegetation would not yet have become established.			
T4 Local road: Llanfaethlu to Llanddeusant	N	N	N	N	Y	N	There would be oblique views west and direct views north towards construction works for the southern end of Section 5, which would be in close proximity although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Construction works for attenuation pond A, and activity, buildings and storage mounds within the construction compound would be the closest elements. There would also be views towards construction works for the northern end of Section 5 on elevated land east of Llanfaethlu. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.
							Operation: Winter Year 1	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Moving traffic would be located further from the local road than the existing A5025. However, it would still be highly visible and raised on embankment. The overall highway corridor would appear wider and attenuation pond A would form a man-made feature in the landscape. The cutting at the northern end of Section 5 would be noticeable as a break in the landform in direct views north, although it would help to restrict views of moving traffic. Mitigation vegetation would not yet have become established.			
Local roads at Cefn Coch (T7 and T9)	N	N	N	N	Y	N	From the western end of the road there would be glimpsed views of construction works for the southern end of Section 7. Views of the works would be restricted by buildings and vegetation at Tyn Felin. Activity, buildings and storage mounds within the construction compound would be screened by topography. Further east along the road, the southern end of Section 7 would be screened by topography and vegetation. This would be until near properties at R77 and R78 where there would be	Moderate adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							elevated, oblique views north towards construction works for the central and northern parts of Section 7. The northern part of Section 7 would be viewed at a distance (over 800m). Overall, construction works would not make up a large proportion of the view. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
T8 Local road: Llanfairynghornwy to Mynydd Mechell	N	N	N	N	Y	N	Construction West of Section 7, there would be direct, open views south towards construction works for the southern end of Section 7 and attenuation pond A, although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Activity, buildings and storage mounds within the construction compound would also be visible in the distance (approximately 500m). Similar views would be possible from further west along the road but	Large adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							works would be viewed at more of a distance (over 800m). East of Section 7, construction works would only be visible from a short section of the road as rising topography would screen views. There would be open views west, south-west and north-east towards construction works for Section 7, including for attenuation ponds A and B. Activity, buildings and storage mounds within the construction compound are likely to be visible in views south-west. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
T10 Local road to Llanfechell	N	N	N	N	Y	N	There would be oblique views north-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views would	Moderate adverse	See 'Local road network users' above. Effects are described for the local road network as a whole.	See 'Local road network users' above. Effects are assessed for the local road network as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							be filtered by intervening vegetation in fields. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
Community of Cemaes	N	Y	Y	N	Y	N	Enabling Works: Views from western edge of Cemaes of plant and machinery in conjunction with installation of fencing, field boundary removal and vegetation clearance. Main Construction: Construction and operation of Site Campus noticeable in views towards Existing Power Station from north-western fringe of Cemaes. Bulk earthworks and construction of landscape mounds with associated drainage, including sedimentation ponds and dosing equipment, prominent in views from western fringe of Cemaes and above and between rooftops from limited locations on high ground. Construction of buildings and	Moderate to major adverse	Residents within the community of Cemaes would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station but also the A5025 Off-line Highway Improvements) with Decommissioning of the Existing Power Station, North Wales Connection Project, Rhyd-y-Groes Repower and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the WNSA Development, the residual effect	Moderate to major adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							infrastructure mainly obscured by landscape mounding. Views above landscape mounds and skyline of a large number of tall cranes associated with construction of Power Station.		reducing as mitigation planting establishes (where applied to each development).	
							Operation: Winter Year 1 Landscape mounding would screen Power Station from western edge of Cemaes, with exception of possible glimpses of tops of main stacks. Mounding would be slightly steeper and higher than existing natural landform, with sedimentation ponds near the base of mounding. Hedgerows and woodland on mounding would not yet have fully established.	Minor to moderate adverse		
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect views. However, landscape mounding with established woodland and hedgerow planting would limit views to some extent.	Moderate to major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Community of Treglele	N	Y	N	N	Y	N	<p>The community of Treglele would potentially experience cumulative visual effects resulting from the construction and operation of both the A5025 Off-line Highway Improvements and the Power Station.</p> <p>Views of the developments would generally be consecutive in nature (i.e. not within the same field of view at the same time).</p> <p>While the change in views would be greatest during the construction of both the Off-Site Power Station Facilities and construction of the Power Station, the establishment of mitigation planting would reduce effects during the operation of both developments.</p>	Moderate adverse	<p>Residents within the community of Treglele would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station) with North Wales Connection Project, and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project.</p> <p>The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where applied to each development).</p>	Moderate adverse
	N	Y	N	N	N	N	<p>Enabling Works:</p> <p>Plant, machinery, Construction Compound with portable cabins and satellite compound with stone stockpile visible in conjunction with views of installation of fencing, progressive field boundary removal and vegetation</p>	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							clearance. Also installation of road crossings visible. Main Construction: Bulk earthworks, construction of landscape bund and mounds with associated drainage apparent at close range in open views, mainly from northern edge of village. Mound landscaped with planting would obscure lower level views once completed. Large-scale construction activities associated with Power Station buildings and infrastructure would be clearly noticeable above bund, including a large number of tall cranes. There would be open night-time views of construction lighting close at hand from these locations, in the context of existing lighting..			
	N	Y	N	N	N	N	Operation: Winter Year 1 Landscape mounding and recent woodland planting along boundary of Wylfa Newydd Development Area north-west of Tregele would conceal Power Station buildings, but at the same time obscure previous views of rural fields in	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							foreground views towards the Existing Power Station. Lighting emanating from the upper portions of the Power Station buildings and the main stacks would noticeably increase the extent of existing lighting in the night-time view.			
	N	Y	N	N	N	N	Operation: Summer Year 15 Established broadleaved woodland on landscape mounds would help visually soften and integrate the landscape mounding. There would, however, be a clearly noticeable change to the view. Proposed broadleaved woodland on the landscape mounding would have established, helping to further reduce views of lighting from the Power Station at night.	Moderate adverse		
	N	Y	N	N	N	N	Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect views. However, the mounding with established woodland planting	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							would conceal much of the decommissioning activity. Lighting activities associated with decommissioning activities would be potentially visible in open night-time views of construction lighting close at hand from these locations, in the context of existing lighting.			
	N	Y	N	N	N	N	There would be oblique views south-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse		
Community of Llanfechell	N	Y	N	N	N	N	Main Construction: Views from western fringe of village mostly obscured by the intervening landform, though a large number of tall cranes, associated with construction of the Power Station and initially	Moderate adverse	Residents within the community of Llanfechell would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station) with North Wales Connection Project, and Wylfa	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WYDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							the Site Campus, would be particularly noticeable on the skyline.		Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where applied to each development).	
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated plant, including cranes, would adversely affect views.	Moderate adverse		
Community of Llanfairynghornwy	N	Y	N	N	N	N	Main Construction: From locations with open views, construction of landscape mounds would initially be apparent in views across the gently undulating drumlin landforms and pastoral fields. Subsequently, construction of Power Station buildings and infrastructure in the central part of the Wylfa Newydd Development Area would be clearly noticeable, including a large number of tall cranes. Lighting associated with construction would be visible in	Moderate adverse	Residents within the community of Llanfairynghornwy would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station) with AN07, AN08 and AN25. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power	Moderate adverse (medium term) reducing to minor adverse

Receptor or receptor group	Developments contributing to the effect					Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects		
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							middle-distance night-time views.		Station, the residual effect reducing as mitigation planting establishes (where applied to each development).	
							Operation: Winter Year 1 Views of Power Station buildings would result in an increase in extent of large-scale industrial buildings compared to existing view and skyline would be changed within part of view. Power Station buildings would be more noticeable than adjacent Existing Power Station. Middle-distance views of the lighting associated with the Power Station would result in an increase in the extent of lighting compared to the existing night time view. Lighting from the Existing Power Station would be partially screened by the new landscape mounding, and lighting associated with the Power Station would be seen at some distance and in the context of the lighting at the Existing Power Station at night.	Moderate adverse		
							Operation: Summer Year 15 Established hedgerows and broadleaved woodland on landscape mounds and along Power Station site boundary	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>would help to visually soften and integrate Power Station into landscape. Most large-scale buildings would, however, remain visible.</p> <p>The proposed broadleaved woodland on the landscape mounding would have established, helping to reduce the prominence of lighting. However, general light spill and lighting from the upper parts of the Power Station and aviation warning lighting on the main stacks would remain evident in night-time views.</p>			
							<p>Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect views.</p> <p>Lighting activities associated with decommissioning activities would be potentially visible in middle-distance night-time views.</p>	Moderate adverse		
Community of Llanfaethlu (including Ysgol y Llannau)	N	N	Y	N	Y	N	The community of Llanfaethlu would potentially experience cumulative visual effects resulting from the operation of	Minor beneficial	Residents within the community of Llanfaethlu would potentially experience simultaneous and/or consecutive views of the Wylfa	Minor adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Primary School and St Maethlu's Church)							the A5025 Off-line Highway Improvements and the construction and operation of the Off-Site Power Station Facilities. Views of the developments would generally be simultaneous in nature. While the change in views would be greatest during the construction of the Off-Site Power Station Facilities and construction of the Power Station, the establishment of mitigation planting would reduce effects during the operation of both developments.		Newydd Project (principally the Off-site Power Station Facilities and the A5025 Off-line Highway Improvements) with Llanfaethlu Primary School. The impacts on visual amenity would be likely to occur during the operation of the school and the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where applied to each development).	
	N	N	Y	N	N	N	Construction works would be seen in the middle ground of the view. In places, receptors would have direct and open views of the activities, partly obscured by existing vegetation immediately to the south of the site and Llanfaethlu Primary School. They would be seen in the context of existing development and activity along the A5025. The works would be short-term in duration.	Minor adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
	N	N	Y	N	N	N	Operation – winter year 1 The MEEG and ESL buildings would be viewed in the middle ground, partly obscured by existing vegetation immediately to the south of the site and Llanfaethlu Primary School in the foreground. These would be in keeping with existing development in the view, whilst on a slightly larger scale.	Minor adverse		
	N	N	N	N	Y	N	There would be elevated views towards construction works for the southern end of Section 5, including attenuation ponds A and B, and activity, buildings and storage mounds within the construction compound. There would also be views east towards construction works for the cutting at the northern end of Section 5, although this would be partially screened by buildings at Rhos-ty-mawr. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area,	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
	N	N	N	N	Y	N	Operation: Winter Year 1 The effect of the southern end of Section 5 would not be dissimilar to that of the existing A5025 at this distance (over 500m), except man-made earthworks and attenuation ponds A and B would be perceptible. The more naturalistic shape of attenuation pond B would reduce its adverse effect on views as it would be more integrated into the surrounding landscape. Moving traffic on the existing A5025 would move away from Llanfaethlu community onto Section 5, which would result in a beneficial effect, especially as views of traffic would be partially screened by the cutting. However, the break in landform at the cutting would be perceptible. Mitigation vegetation would not yet have become established.	Slight adverse		
	N	N	N	N	Y	N	Operation: Summer Year 15	Slight beneficial		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Establishment of tree and shrub vegetation would help to soften the appearance of man-made earthworks, disguise the break in landform at the cutting and filter views of moving traffic. Hedgerow and shrub vegetation would help to integrate attenuation ponds A and B into the landscape, as well as marginal planting at attenuation pond B. There would be an overall beneficial effect on views due to traffic moving away from Llanfaethlu community from the existing A5025 onto Section 5.			
Occasional visitors to Cestyll Garden	N	Y	N	N	N	N	Construction Main Construction: Close-range framed views of construction of the temporary causeway and permanent breakwater within Porth-y-pistyll, and associated construction vessels (for dredging and deliveries of construction materials) would be dominant in the framed Significant View looking out to sea. Much of construction activities would be obscured by the significant evergreen	Major adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							vegetation in garden. Looking south, filtered views through intervening trees to construction of Power Station buildings, including a large number of tall cranes.			
							Operation: Winter Year 1 Western breakwater would be dominant in framed Significant View looking across Porth-y-pistyll to open sea. Also filtered views through intervening vegetation to Power Station buildings to east. Power Station buildings would add to industrial intrusion on views from within garden, but would not affect Significant View.	Major adverse	Not applicable	Not applicable
							Operation: Summer Year 15 The western breakwater would continue to be clearly noticeable in Significant View to sea. Leafing out of existing garden vegetation in the summer would add to restriction of views to the sea by the breakwater compared to winter year 1. Establishment of broadleaved woodland to east and south of Cestyll Garden would obscure Power Station buildings to the east.	Major adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station, MOLF, CWS intake structure and outfall and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect views.	Major adverse	Not applicable	Not applicable
Visitors to William Thomas monument at Mynydd y Garn	N	Y	N	N	N	N	Main Construction: Construction of MOLF, temporary causeway and breakwaters, bulk earthworks and construction of landscape mounds would be apparent in elevated panoramic views. Subsequently, construction of Power Station buildings and infrastructure would be clearly noticeable, including a large number of tall cranes..	Moderate adverse	Visitors to the William Thomas Monument at Mynydd y Garn would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station but also the A5025 Off-line Highway Improvements) with Decommissioning of the Existing Power Station, North Wales Connection Project, Rhyd-y-Groes Repower and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term to permanent, and likely to be of greatest impact during the construction phase of the	Moderate adverse (short-term)
							Operation: Winter Tear 1 Breakwater and Power Station buildings would increase extent of large-scale industrial development compared to existing view. New buildings would be seen within context of Existing Power Station, but Power Station buildings would be more noticeable. Grassland cover on the	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							landscape mounds would help to integrate mounds into existing landscape and would soften views of the Power Station.		Power Station, the residual effect reducing as mitigation planting establishes (where applied to each development).	
							Operation – summer year 15 Proposed hedgerows and broadleaved woodland on landscape mounds would have established and would help to further visually soften and integrate Power Station buildings into landscape. Most large-scale buildings would, however, remain visible and continue to constitute an increase in extent of large-scale industrial buildings compared to existing view.	Moderate adverse		
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station, MOLF, CWS intake and outfall and associated contractor's construction/laydown areas and plant, including tower cranes, would adversely affect views.	Moderate adverse		
Visitors to the standing stones north of Llanfechell	N	Y	N	N	N	N	Main Construction: Views of construction of Power Station buildings and infrastructure would be	Major adverse	Visitors to the standing stones north of Llanfechell would potentially experience simultaneous and/or consecutive views of the Wylfa	Major adverse (medium term) reducing to moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							prominent, including a large number of tall cranes.	Major adverse	Newydd Project (principally the Power Station) with Decommissioning of the Existing Power Station, North Wales Connection Project, Rhyd-y-Groes Repower and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project. The resulting cumulative effects would be long-term to permanent, and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where applied to each development).	
							Operation: Winter Year 1 Power Station buildings would result in a substantial increase in extent of large-scale industrial buildings compared to existing view. Large scale and massing of Power Station buildings would be more noticeable than adjacent Existing Power Station and, together with mounding, change skyline within part of view, which would result in loss of views to sea.			
							Operation: Summer Year 15 Established hedgerows and broadleaved woodland on landscape mounds would help to visually soften and integrate Power Station into landscape. Large-scale buildings would, however, continue to constitute a substantial change to the view.			
							Decommissioning activity within the Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas			

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							and plant, including cranes, would adversely affect views.			
Offshore viewers	N	Y	N	N	N	N	<p>Main Construction: Construction of MOLF temporary causeway, and breakwaters, and operation of concrete batching plant, would be dominant in close-range views offshore towards Porth-y-pistyll. Construction and operation of the Site Campus would be apparent in views towards the Existing Power Station and Dame Sylvia Crowe wooded mounds. The construction of Power Station buildings and infrastructure would also be noticeable to varying degrees, including a large number of tall cranes.</p>	Major adverse	<p>Offshore viewers would potentially experience simultaneous and/or consecutive views of the Wylfa Newydd Project (principally the Power Station) with Decommissioning of the Existing Power Station and Amlwch Natural Gas. The effects on visual amenity would be likely to occur during the decommissioning of the Existing Power Station and during the construction and operation of the Wylfa Newydd Project in addition to the construction and operation of Amlwch Natural Gas.</p> <p>The resulting cumulative effects would be long-term and likely to be of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting becomes established and the Existing Power Station site is restored.</p>	Major adverse
							<p>Operation: Winter Year 1 Landform would have substantially changed to the west of Cemaes. MOLF, associated breakwaters and Power Station buildings would be clearly noticeable from offshore locations in vicinity of Porth-y-pistyll bay and would increase extent of large-scale industrial buildings in view. New buildings and infrastructure seen within</p>	Major adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							context of Existing Power Station, though Power Station buildings would be more noticeable.			
							Operation: Summer Year 15 Established hedgerows and broadleaved woodland on landscape mounds would help with landscape integration of mounds and Power Station. However, MOLF, associated breakwaters and main Power Station buildings would remain clearly visible from offshore locations in vicinity of Porth-y-pistyll bay. Power Station buildings would continue to be more noticeable than Existing Power Station.	Major adverse		
							Decommissioning: Removal of MOLF and CWS intake structure and outfall would be noticeable at Porth-y-pistyll. Views of other decommissioning activity within Power Station Site, including incremental dismantling of Power Station and associated contractor's construction/laydown areas and plant, including cranes, would adversely affect views.	Major adverse		
	N	Y	N	N	N	N	Construction	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residents in the vicinity of the Ecological Compensation Site at Cae Canol-dydd							Potential clear close views of proposed soil stockpile and machinery movements resulting in partial obstruction of the existing open and long distance views. Main area of soil stripping and hedge removal also likely to be visible.			
							Operation: Year 1 Potential clear close views of proposed soil stockpile resulting in partial obstruction of the existing open and long distance views. Main area of soil stripping and hedge removal also likely to be visible.	Moderate adverse		
Community off the A5025	N	N	Y	N	N	N	Direct, open and partially screened views of the construction activities, including the construction of the MEEG and ESL buildings and removal of vegetation, would be experienced from locations adjoining the northern and southern site boundaries. Elsewhere, receptors would experience partially screened, oblique and local views from upper and lower storey windows and associated curtilage.	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							The dismantling of the Off-Site Power Station Facilities buildings would be seen in direct and partially screened views, from locations where the community adjoins the northern and southern site boundaries. Once the initial decommissioning period is completed, buildings and structures would be removed and mature on-site vegetation retained.	Moderate adverse		
A5 Holyhead Road	N	N	N	Y	Y	N	<p>Users of the A5 would potentially experience cumulative visual effects during the construction and operational phases of the A5025 Off-line Highway Improvements and the Park and Ride.</p> <p>These effects would be sequential in nature where the A5 is travelled between Valley and Llanfihangel.</p> <p>The establishment of mitigation planting would reduce effects on visual amenity during the operational phases of both developments.</p>	Moderate adverse reducing to minor adverse	<p>Users of the A5 would potentially experience intermittent, sequential visibility of the Wylfa Newydd Project (the A5025 Off-line Highway Improvements and the Park and Ride) with Anglesey Eco Park, Penrhos Coastal Park and North Wales Connection Project. The impacts on visual amenity would be likely to occur during the construction phases (and decommissioning of the Park and Ride).</p> <p>The resulting cumulative effects would be short-term, and likely to be of greatest impact during the construction phases of the A5025 Off-line Highway Improvements and the Park and Ride, the residual</p>	Minor to moderate (short-term) reducing to minor adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									effect reducing as mitigation planting establishes (where relevant).	
Cartio Môn Go Karting centre	N	N	N	Y	N	N	Construction of Park and Ride: Staff and visitors at the go-carting centre would have direct open, slightly elevated views along the full extent of the site. Site clearance and construction activities would be very noticeable in views. There would be clear views of the construction activities for the internal access roads and car-parking hardstanding areas, and construction of the bus facilities and bus shelters.	Moderate adverse	Not applicable	Not applicable
							Operation: Winter Year 1 From the viewing location the receptors would have open and extensive views of the car park security fencing. Enhancement planting of hedgerows would not be established sufficiently to provide beneficial screening or landscape integration. Lighting columns would be notable vertical elements during night-time and would add an incongruous new feature into the rural, mostly unlit landscape. Reflection of	Moderate adverse over short term		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>parked and moving car windows, the mixed colour and pattern of parked cars would be a notable introduced man-made characteristic within the rural landscape. Buses would have a similar visual impact. The new bus facilities and canopies would be noticeable and add to the extensive developed site although the scale of the bus facilities and stone-clad finish would be consistent with surrounding farm buildings.</p>			
							<p>Operation: Summer Year 5 By year 5 the enhanced native hedgerows, together with the ornamental hedgerow planting would provide a structure to the Park and Ride site more in keeping with the rural context, improving visual amenity and landscape integration although this would not reduce the adverse visual impacts overall.</p>	Moderate adverse over short term		
							<p>Decommissioning: Year 6 The receptor would have open extensive views of the decommissioning activities which would be similar in scale to the construction phase although over a shorter</p>	Moderate adverse over short term:		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>duration. The enhanced hedgerows would not have matured sufficiently to provide beneficial effects on visual amenity due to the existing extensive views.</p> <p>Incremental reinstatement of completed areas would begin to offset adverse effects.</p> <p>The Park and Ride site would be returned to its existing pastoral use. Therefore, upon completion of the decommissioning activities there would be no residual visual effects.</p>			
Residential receptors within 1km of the A5025 Off-line Highway Improvements	N	N	N	N	Y	N	<p>For residential receptors within 1km of the A5025 Off-line Highway Improvement visual effects during the construction phase would vary between very large adverse and slight adverse. These effects would be attributable to varying degrees of visibility of the construction works. During operation, in all instances, visual effects would reduce (or be similar) as a result of the realignment of the road and/or the establishment of planting which would screen views.</p>	Slight to large adverse	<p>Residents would potentially experience simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Power Station) with the North Wales Connection Project, Rhyd-y-Groes Repower, Llanbadrig Solar Farm and Wylfa Newydd Potable Water Supply. The impacts on visual amenity would be likely to occur during the majority of the development lifecycles and during the construction, operation and decommissioning of the Wylfa Newydd Project.</p> <p>The resulting cumulative effects would be long term, and likely to be</p>	Minor to major adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									of greatest impact during the construction phase of the Power Station, the residual effect reducing as mitigation planting establishes (where relevant).	
Residential properties in Valley R1, R2, R3, R5, R6, R10, R11, R12, R16, R17 and R18	N	N	N	N	Y	N	There would be glimpsed views north-east towards construction works along the A5. The majority of works would be screened by vegetation along the railway and buildings in Valley. Temporary construction lighting is unlikely to be perceptible due to street lights near the receptors.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
Residential properties in Valley R7, R8, R9, R14 and R15	N	N	N	N	Y	N	There would be direct, filtered views east towards construction works for Section 1, and activity, buildings and storage mounds within the construction compound. Views would predominantly be towards the northern end of Section 1 and from first floor windows, as ground floor windows would be well filtered by vegetation within gardens and adjacent fields, and by hedgerows along the existing A5025. Views of construction works for Section 1 further south would mostly be	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							screened by buildings in Valley, although some properties are likely to have views of construction works along the A5 near Valley cemetery. Roundabout construction is likely to be screened. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
Residential property R4 Glyn Villa and Preswylfa	N	N	N	N	Y	N	There would be direct, local views east towards construction works for Section 1 in a previously undeveloped field, although in the context of the A5 and overhead transmission lines. Boundary vegetation would filter views from both floors. There would be oblique views north-east from the northern gable end of Glyn Villa towards construction works for the northern end of Section 1, although views would be filtered by boundary vegetation. Views of construction works would also	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>have the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.</p> <p>Operation: Winter Year 1 Section 1 would be visible to the east, in particular the new roundabout feature and associated stop and start motion of traffic. Embankments would be fairly small but would appear man-made.</p> <p>Views north-east would not be significantly different to existing except Section 1 and traffic would be further away from the properties to the east. Man-made earthworks for the drainage ditches would also be apparent. Views west are likely to improve as traffic would be transferred to Section 1. Mitigation planting would not yet have become established. Proposed lighting would be nearer to the properties</p>	<p>Moderate adverse</p>		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							(approximately 100m compared to lighting on the A5), although in the context of lighting along the A5 and at the A5/A55 junction.			
							Operation: Summer Year 15 Mitigation vegetation would have established to help integrate earthworks into the landscape, screen views of stop and start traffic at the roundabout and filter views of traffic on Section 1 north of the roundabout. However, Section 1 would be a noticeable addition to the landscape. Lighting would also be nearer to the properties (approximately 100m compared to lighting on the A5), albeit in the context of existing lighting.	Slight adverse		
Residential receptor R13 Pen-caledog	N	N	N	N	Y	N	There would be direct, elevated views north-west towards construction works along the A5, including the roundabout with Section 1. Some of the construction works for Section 1 north of the roundabout would be visible, but further north they would be screened by topography at Valley Cemetery. Construction	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							works would be in the context of the existing A5, and views would be filtered by boundary vegetation. Temporary construction lighting is likely to blend in with existing lighting at Valley and along the A5.			
							Operation: Winter Year 1 Section 1 would be visible to the north-west, in particular the new roundabout feature and associated stop and start motion of traffic. Embankments would be fairly small but would appear man-made. Mitigation planting would not yet have become established. Proposed lighting is likely to blend in with existing lighting in Valley and along the A5.	Slight adverse		
							Operation: Summer Year 15 Mitigation vegetation would have established to help integrate earthworks into the landscape, screen views of stop and start traffic at the roundabout and filter views of traffic on Section 1 north of the roundabout. However, due to the elevated nature of the property, Section 1 would still be a noticeable feature in a previously undeveloped field.	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residential receptors R19, R20, R29 and R41 Ty Gwyn Ty Gwyn Barn Tyn y Coed Pencraig Tyddyn-hirion Tawelfan Ty Mawr Ty Newydd Llanllibio Fawr Dronwy	N	N	N	N	Y	N	There would be glimpsed views north-east towards construction works for Section 3 in the distance (780m). Views would be filtered by garden vegetation and hedgerows along Gorad Road. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
R21 Properties on the A5025 in Llanyngenedl	N	N	N	N	Y	N	There would be oblique views north-east towards construction works for the southern end of Section 3, and activity, buildings and storage mounds within the construction compound. Views would be filtered by vegetation within adjacent fields and along the existing A5025. Construction works would only be visible in a small part of the view. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							in a manner that reduces unnecessary light-spill.			
R22 Bryn Celyn Cefn Amlwg Mynydd y Gof	N	N	N	N	Y	N	There would be direct views north towards construction works for Section 3 and attenuation pond A, which would be noticeable within previously undeveloped fields east of Llanfachraeth. Construction works would be viewed at a distance (700m), in the context of overhead transmission lines and would make up a small part of the view. The lifting cranes for the new viaduct structure would be visible but viewed against the backdrop of drumlins, which would make them less noticeable than if viewed against the skyline. Activity, buildings and storage mounds within the construction compound would also be perceptible. Views would be filtered by garden vegetation. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Operation: Winter Year 1 Section 3 would be noticeably different to the existing A5025 in views. The existing A5025 is contained within Llanfachraeth village whereas Section 3 would be more visible within open fields to the east of the village. Attenuation pond A would be apparent as a man-made feature in the landscape. However, due to the distance (700m) of these properties from Section 3, it would make up a small part of a wider, panoramic view across Anglesey. Mitigation vegetation would not yet have become established.	Slight adverse		
							Operation: Summer Year 15 Mitigation vegetation would have established to help integrate Section 3 into the landscape and filter views of moving traffic. Shrub and hedgerow vegetation and marginal planting would help to soften the appearance of attenuation pond A. However, due to the elevated position of the properties, Section 3 and attenuation pond A would still	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							be noticeable features in the landscape.			
R23 Tyn Ffynnon	N	N	N	N	Y	N	There would be direct, local views north towards construction works for the southern end of Section 3 and attenuation pond A. Activity, buildings and storage mounds within the construction compound would also be visible, as would works for the construction of the new viaduct structure. The lifting cranes would be particularly noticeable against the skyline. The construction works would extend further east into previously undeveloped fields, although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views would only be from two windows and garden vegetation would provide some filtering. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Operation: Winter Year 1 Section 3 would be more noticeable to this property than the existing A5025. It would extend further east into previously undeveloped fields and there would be views possible along the carriageway and towards new earthworks. Moving traffic would be elevated in order to cross the new viaduct structure. Attenuation pond A would appear as a man-made feature in the landscape. Mitigation vegetation would not yet have become established.	Moderate adverse		
							Operation: Summer Year 15 Mitigation vegetation would help to filter views towards moving traffic and soften the appearance of earthworks. However, Section 3 would still be more noticeable than the existing A5025, and moving traffic would still be perceptible due to the elevation of the road. Hedgerow and shrub vegetation and marginal planting around attenuation pond A would help to integrate it into the landscape.	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
R24, R25 and R27 Erw Goch Erw Goch Cottage Tyn Gamfa 1 Pont yr Arw 2 Pont yr Arw Pandy Mill Properties on Parc Llynnon Properties to the south-east of Llanfachraeth	N	N	N	N	Y	N	Construction works for Section 3 would be in close proximity to the east and would stretch across an existing view with few visual detractors. Of particular note would be the construction of earthworks and new viaduct structure for the Afon Alaw crossing. The lifting cranes would be highly visible and detract from views. Construction works for attenuation pond A would also be apparent to the south from Erw Goch Cottage, as would activity, buildings and storage mounds within the construction compound. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Very large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 The embankments and new viaduct structure at Afon Alaw would be in close proximity to the east and moving traffic would be highly perceptible on embankment. The noise barrier would screen some	Large adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							views of traffic but in itself would form a visual detractor. The character of the view would be significantly different. Attenuation pond A to the south would appear as a man-made feature in the landscape in views from Erw Goch Cottage. Mitigation vegetation would not yet have become established. Views west would experience a beneficial change as traffic would move to Section 3 off the existing A5025.			
							Operation: Summer Year 15 Mitigation vegetation would help to screen views towards moving traffic and soften the appearance of earthworks and the noise barrier. However, the character of the view would be significantly different, in particular the distance of the view is likely to be much shorter as the embankments and screen vegetation would form a barrier (approximately 100m distance compared to middle distance). Attenuation pond A would be less perceptible in the wider landscape in views from Erw Goch Cottage due to shrub	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							and hedgerow vegetation and marginal planting.			
R26 Properties on A5025 to west of Llanfachraeth	N	N	N	N	Y	N	<p>The majority of views towards Section 3 construction works east of the village would be glimpsed through built form and there is unlikely to be a significant change in the overall character of views.</p> <p>Where buildings in Llanfachraeth are less dense to the south of the village, there would be oblique views south-east for a short section towards construction works for the embankments and new viaduct structure of the Afon Alaw crossing. The lifting cranes would be highly visible in glimpsed views.</p> <p>Where buildings in Llanfachraeth are less dense to the north of the village, there would be direct views east towards construction works for the northern end of Section 3.</p> <p>A dense hedgerow would provide filtering of views.</p> <p>Temporary construction lighting is likely to blend in with existing lighting in Llanfachraeth.</p>	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Traffic would move onto Section 3 from the existing A5025, resulting in a beneficial change in views from these properties, as traffic would no longer be in close proximity.</p> <p>Where buildings in Llanfachraeth are less dense to the south of the village, there would be oblique views south-east towards the embankments and new viaduct structure at Afon Alaw and moving traffic on embankment. However, this would only be for a short section.</p> <p>Where buildings in Llanfachraeth are less dense to the north of the village, there would be views in the direction of Section 3. However, it would run in cutting at this point and views would be filtered by an existing dense hedgerow.</p> <p>Due to there being views towards the Afon Alaw new viaduct structure and embankments, an adverse effect would remain.</p>			
							Operation: Summer Year 15 Mitigation vegetation would help to screen views towards moving traffic and soften the	Slight beneficial		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							appearance of earthworks at the Afon Alaw new viaduct. There is likely to be an overall beneficial effect on views.			
R28 Properties to north-east of Llanfachraeth	N	N	N	N	Y	N	Construction works for section 3 would be visible to the east and would stretch across an existing view with few visual detractors. Intervening field boundary hedgerows would provide filtering of views. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to only be used for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Section 3 would be partially in cutting to the north-east but moving traffic would be visible to the east where section 3 would be at grade. There would also be a noticeable break in landform at the cutting. Further south, the noise barrier would screen views of moving traffic but in itself would form a visual detractor. Mitigation vegetation would not yet have established	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>although intervening field boundary hedgerows would provide filtering of views. Views west would experience a beneficial change as traffic would move to section 3.</p> <p>Operation: Summer Year 15 Section 3 would be a noticeable addition to the landscape, especially due to the previously undeveloped nature of views. However, mitigation vegetation would help to screen views towards moving traffic, soften the appearance of earthworks and the noise barrier and disguise the break in landform at the cutting. Intervening existing vegetation would also limit the deterioration of the view.</p>	<p></p> <p>Slight adverse</p>		
R30, R33, R36 and R40 Bedo Farm Plas Ellen Tan y Bryn Penrhos Newydd Property adjacent to Pant Glas Pant Glas Pen-y-groes	N	N	N	N	Y	N	Construction works for section 3 would be visible to the west or east and in relatively close proximity. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to only be used for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Operation: Winter Year 1 The 2m high noise barrier would help to screen views of moving traffic in views, and disguise the break in landform at the cuttings. However, the noise barrier would emphasise the line of the road and affect the rural character of views. The viaduct at Afon Alaw would be highly perceptible as would features such as the attenuation ponds.	Moderate adverse		
							Operation: Summer Year 15 Establishment of shrub blocks and hedgerow vegetation would help to filter views of moving traffic and the noise barrier and integrate man-made earthworks into the landscape. Shrub and hedgerow vegetation around attenuation ponds would help to soften their appearance. However, section 3 would significantly change the overall character of views. The noise barrier would be perceptible through mitigation vegetation. Effects would not reduce from operation year 1.	Moderate adverse		
R31, R32 and R38	N	N	N	N	Y	N	Construction works for Section 3 would be visible to the west,	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway	See 'Residential receptors within 1km of the A5025 Off-

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Bryn Farm Fron-deg Mynydd-yr-eithin Llety'r Wennol Green Farm Pen Parc Bodfardden Newydd Bodfardden Newydd Bungalow Pennant Penyrsedd (at Llanfachraeth)							although filtered by intervening hedgerows. There would be glimpsed views south-west of the construction of earthworks and new viaduct structure for the Afon Alaw crossing, which would be partially screened by Bedo Farm. The lifting cranes are likely to be highly visible. There would be oblique views north-west towards construction works for the overbridge and for attenuation pond B. Views further north would be screened by topography and dense hedgerows. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.		Improvements' above. Effects are described for this group as a whole.	line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Section 3 would be partially in cutting to the west. Moving traffic would be predominantly screened but there would be a noticeable break in landform. The embankments and new viaduct structure at Afon Alaw would be visible in views	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>south-west and moving traffic would be perceptible on embankment or at grade. The noise barrier would screen some views of traffic but in itself would form a visual detractor. Bedo Farm would also screen some elements of the view and hedgerows would provide filtering. Mitigation vegetation would not yet have become established.</p> <p>Operation: Summer Year 15 Mitigation vegetation would help to screen views towards moving traffic, soften the appearance of earthworks and the noise barrier and disguise the break in landform at the cutting. Section 3 would be less noticeable, especially against the backdrop of Llanfachraeth village.</p>			
R34 and R35 Ty Croes Parlwr Farm	N	N	N	N	Y	N	There would be glimpsed, filtered views east towards construction works for the northern end of Section 3 although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Buildings in Llanfachraeth and vegetation at The Rectory would restrict	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							views of construction works. Temporary construction lighting is likely to blend in with existing lighting within Llanfachraeth.			
							Operation: Winter Year 1 There would be glimpsed views of moving traffic where visible in-between buildings in Llanfachraeth and vegetation at The Rectory. Due to the limited nature of views towards Section 3 it is unlikely to change the overall character of views. Conversely, traffic on the existing A5025 would reduce, resulting in an overall beneficial effect.	Slight beneficial		
							Operation: Summer Year 15 Mitigation vegetation would now be fully established but the overall beneficial effect on views is unlikely to increase.	Slight beneficial		
R37 The Rectory	N	N	N	N	Y	N	Construction works for Section 3 and attenuation pond C would be visible in fields to the east. However, views would also have the presence of the existing A5025 and moving traffic in the baseline context. In addition, works are only likely to be visible for a short section due to screening by	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							buildings in Llanfachraeth. Temporary construction lighting is likely to blend in with existing lighting within Llanfachraeth.			
							Operation: Winter Year 1 Moving traffic would be visible on the embankments of Section 3 to the east, but only for a short section. Conversely, traffic on the existing A5025 would no longer be in close proximity to the property. Attenuation pond C would appear as a man-made feature in the landscape. Mitigation vegetation would not yet have become established.	Slight adverse		
							Operation: Summer Year 15 Establishment of shrub blocks and hedgerow vegetation would help to filter views of moving traffic to the east and integrate man-made earthworks into the landscape. Shrub and hedgerow vegetation and marginal planting around attenuation pond C would help to soften its appearance. Overall, there is likely to be a beneficial effect on views due to traffic moving away from the property.	Slight beneficial		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
R39 Penyrsedd Cottage 1-6 Pont Dronwy	N	N	N	N	Y	N	Construction works for Section 3 and attenuation pond C would be visible in fields to the east and south-east. However, views would also have the presence of the existing A5025 and moving traffic in the baseline context and works would not be that perceptible due to intervening hedgerow vegetation. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Moving traffic would be visible on the embankments of Section 3 to the east and south-east, although this would not be much more perceptible than the existing A5025 due to intervening hedgerow vegetation. Attenuation pond C would appear as a man-made feature in the landscape. Mitigation vegetation would not yet have become established.	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
R42, R43, R44, R45, R46 and R62 Fron Haul Bron Derwen Fron Bronallt Hill Crest Graenfa Plas Newydd Fadog-lwyd Penlon Penrhos-ddu Llain Allor Fron Deg Bryn Mair Hafod	N	N	N	N	Y	N	There would be glimpsed views north towards construction works for Section 5 at Llanfaethlu. The works would make up a small part of the view. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
R47 Mountain View	N	N	N	N	Y	N	There would be oblique views north towards construction works for Section 5, which would be in close proximity although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							manner that reduces unnecessary light-spill.			
R48 Tyn Llech	N	N	N	N	Y	N	There would be direct views west and oblique views north towards construction works for Section 5, which would be in close proximity although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 On completion of construction and with boundary walls reinstated, the effect of Section 5 in direct views west would not be dissimilar to that of the existing A5025. However, in oblique views north, the overall highway corridor would appear wider and moving traffic would be more perceptible as the road would be straightened out. In addition, the cutting to the northern end of Section 5 would be noticeable as a gap	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							in landform, although in the distance (approximately 700m).			
							Operation: Summer Year 15 Mitigation vegetation would now be fully established but the overall effect on views is unlikely to reduce as Section 5 is adjacent to the property.	Slight adverse		
R49, R50, R52, R53 and R63 Siop Soar Black Lion Inn Ty Capel Soar Awel y Rhyd Fadog Frech Cae'r Bryniau Ael y Bryn	N	N	N	N	Y	N	There would be direct views west towards construction works for the southern end of Section 5, which would be in close proximity although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Construction works for attenuation ponds A and B would be visible, as would activity, buildings and storage mounds within the construction compound. There would also be views towards construction works for the northern end of Section 5 on elevated land east of Llanfaethlu. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							manner that reduces unnecessary light-spill.			
							Operation: Winter Year 1 Moving traffic would be located further from the properties than the existing A5025. However, it would still be highly visible and raised on embankment in places. The overall highway corridor would appear wider and attenuation pond A would form a man-made feature in the landscape. The cutting at the northern end of Section 5 would be noticeable as a break in the landform, although it would help to restrict views of moving traffic. Mitigation vegetation would not yet have become established.	Moderate adverse		
							Operation: Summer Year 15 Establishment of tree and shrub vegetation would help to soften the appearance of man-made earthworks, disguise the break in landform at the cutting and filter views of moving traffic. Hedgerow vegetation would help to integrate attenuation pond A into the landscape. However, the overall highway corridor would appear wider and the break in	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							landform at the cutting would still be noticeable.			
R51, R66, R67, R68, R69, R70, R71, R72 and R73 Tyddyn y Waen Brynteg Gaerwen Farm Ty Rhos Farm Rallt Goch 1 and 2 Pen-y-Graig Hen Siop Pant Hafod y Graig Snowdon View Bro Dawel Bod Halen Berth Bryn Gwyn Bryn Maethlu Bodowen Farm and adjacent annex Pen-y-Cae Powys Tyn Cae	N	N	N	N	Y	N	There would be oblique views towards construction works for Section 5 near the Black Lion Inn and further north near Llanfaethlu including for the cutting, although viewed with the presence of the existing A5025 and moving traffic in the baseline context. Activity, buildings and storage mounds within the construction compound would also be visible. Views would be filtered by intervening vegetation and works would be viewed at a distance (690m). Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 The effect of Section 5 near the Black Lion Inn would not be dissimilar to that of the existing A5025 especially when filtered by intervening vegetation. However, the	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							northern end of Section 5 would be more perceptible than the existing A5025 as the break in landform would be noticeable and Section 5 would not be screened by buildings in Llanfaethlu.			
							Operation: Summer Year 15 Mitigation vegetation would now be fully established but the overall effect on views is unlikely to reduce as the northern end of Section 5 would continue to be perceptible.	Slight adverse		
R54, R55 and R57 Plas Uchaf Tan y Bryn Properties on Y Bryn, Llanfaethlu	N	N	N	N	Y	N	There would be elevated views towards construction works for the southern end of Section 5, including attenuation ponds A and B, and activity, buildings and storage mounds within the construction compound. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a	Moderate adverse		See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							manner that reduces unnecessary light-spill.			
							Operation: Winter Year 1 The effect of Section 5 would not be dissimilar to that of the existing A5025 at this distance (490m), except man-made earthworks and attenuation ponds A and B would be perceptible. The more naturalistic shape of attenuation pond B would reduce its adverse effect on views as it would be more integrated into the surrounding landscape. Mitigation vegetation would not yet have become established.	Slight adverse		
							Operation: Summer Year 15 Establishment of tree and shrub vegetation would help to soften the appearance of man-made earthworks and filter views of moving traffic. Hedgerow and shrub vegetation would help to integrate attenuation ponds A and B into the landscape, as well as marginal planting at attenuation pond B. However, the attenuation ponds and man-made earthworks would	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							still be perceptible due to the elevation of views.			
R56 Rhos-ty-mawr	N	N	N	N	Y	N	<p>There would be elevated views towards construction works for the cutting at the northern end of Section 5, which would be in close proximity and in views with few visual detractors. There would also be views towards construction works for the southern end of Section 5 and attenuation ponds A and B, and activity, buildings and storage mounds within the construction compound. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.</p> <p>Operation: Winter Year 1 There would be elevated views over the cutting at the northern end of Section 5, which would be visible as a break in the landform and in close proximity. Moving traffic would also be perceptible in places where the cutting is less deep. The effect of the southern end</p>	<p>Very large adverse</p> <p>Large adverse</p>	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>of Section 5 would not be dissimilar to that of the existing A5025 at this distance (over 500m), except man-made earthworks and attenuation ponds A and B would be perceptible. The more naturalistic shape of attenuation pond B would reduce its adverse effect on views as it would be more integrated into the surrounding landscape. Mitigation vegetation would not yet have become established.</p> <p>Operation: Summer Year 15 Establishment of tree and shrub vegetation would help to soften the appearance of man-made earthworks, disguise the break in landform at the cutting and filter views of moving traffic. Hedgerow and shrub vegetation would help to integrate attenuation ponds A and B into the landscape, as well as marginal planting at attenuation pond B. However, the new alignment of Section 5 to the east of the property would still be highly noticeable and the attenuation ponds and man-made earthworks would</p>	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							still be perceptible due to the elevation of views.			
R58 and R59 Properties at Maes Maethlu Tanyffynnon Bronwylfa	N	N	N	N	Y	N	There would be elevated views towards construction works for the southern end of Section 5, including attenuation ponds A and B, and activity, buildings and storage mounds within the construction compound. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context and views would be restricted by buildings in Llanfaethlu and hedgerow vegetation. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 The effect of the southern end of Section 5 would not be dissimilar to that of the existing A5025 at this distance (over 700m), except man-made earthworks and attenuation ponds A and B would be perceptible. The more	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							naturalistic shape of attenuation pond B would reduce its adverse effect on views as it would be more integrated into the surrounding landscape. Mitigation vegetation would not yet have become established.			
R60 Properties on Bryn Llwyd	N	N	N	N	Y	N	Intrusive construction works for the cutting at the northern end of Section 5 would be visible in direct views east. Views of works further south would be screened by buildings in Llanfaethlu and at Rhos-ty-mawr. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Moving traffic would move away from the properties off the existing A5025 onto Section 5. In addition, traffic would be partially screened by the cutting. The effect of Section 5 would not be dissimilar to that of the existing	Slight beneficial		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							A5025 where it ties into the A5025. Overall there would be a beneficial effect on views.			
							Operation: Summer Year 15 Traffic would be less perceptible due to filtering by established shrub blocks.	Slight beneficial		
R61 Properties on main road near Maes Maethlu	N	N	N	N	Y	N	Intrusive construction works for the cutting at the northern end of Section 5 would be visible in glimpsed, oblique views east. The new school building and nearby residential properties would restrict views. Views of works further south would be screened by buildings in Llanfaethlu and at Rhos-ty-mawr. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Moving traffic would move further from the properties off the existing A5025 onto Section 5. In addition, traffic would be partially screened by the cutting. The effect of	Slight beneficial		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Section 5 would not be dissimilar to that of the existing A5025 where it ties into the A5025. Overall there would be a beneficial effect on views.			
							Operation: Summer Year 15 Traffic would be less perceptible due to filtering by established shrub blocks.	Slight beneficial		
R64 Ty'n Rardd	N	N	N	N	Y	N	Construction works for the northern end of Section 5 would be in close proximity to the west, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views of construction works further south and east for attenuation pond C would be screened by boundary vegetation and topography. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
R65 Pencoed	N	N	N	N	Y	N	Construction works for the northern end of Section 5 would be visible to the west,	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements'

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views of construction works further south would be screened by boundary vegetation and topography. There would be potential glimpsed views east towards construction works for attenuation pond C. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.		Improvements' above. Effects are described for this group as a whole.	above. Effects are assessed for this group as a whole.
R74, R90 and R91 Cefn du Bach Cefn du Mawr Cefn du Ganol Tyddyn-yr-Eurych Pandy Cefn Coch Y Nyth Tan-y-coed The Pandy B&B Tyn-yr-odyn	N	N	N	N	Y	N	There would be direct, elevated views towards construction works for Section 7, and activity, buildings and storage mounds within the construction compound. However, the works would be viewed at a distance (880m), in the context of the A5025, and would make up a small part of the view. Temporary change in night-time views when construction lighting is used in a relatively dark area, although	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
R75 and R81 Bod Hedd Cerrig Cam	N	N	N	N	Y	N	There would be direct, open views east towards activity, buildings and storage mounds within the construction compound, and construction works for the southern end of Section 7. There would be oblique, glimpsed views north-east towards construction works for the central part of Section 7 and attenuation pond A. Views north-east would be restricted by farm outbuildings. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 The effect of Section 7 would not be dissimilar to that of the existing A5025 in direct views east. In oblique, glimpsed views north-east, moving traffic would be slightly closer to the	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							property than the existing A5025 and would be on embankment. Attenuation pond A would be a noticeable man-made feature in the landscape, although its more naturalistic shape would integrate into the landscape to a certain extent. Mitigation vegetation would not yet have become established.			
							Operation: Summer Year 15 The effect of Section 7 would not be dissimilar to that of the existing A5025 in direct views east. In oblique, glimpsed views north-east, establishment of trees and shrubs would help integrate man-made earthworks into the landscape and filter views of moving traffic. Shrub and hedgerow vegetation and marginal planting at attenuation pond A would help to soften its appearance. However, moving traffic would remain slightly more perceptible in glimpsed views north-east due to being in closer proximity and on embankment.	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
R76 Tyn Felin	N	N	N	N	Y	N	There would be direct, open views west towards construction works for Section 7 and attenuation pond A in close proximity. There would also be oblique views north-east and south-west towards construction works for Section 7, and south-west towards activity, buildings and storage mounds within the construction compound. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Very large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Views west would be significantly different in character as traffic on embankment would be present in previously undeveloped views with few visual detractors. There would also be views north-east and south-west along the carriageway. Attenuation pond A is likely to be screened by the road embankments. Views east are likely to improve as traffic	Large adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							would have moved onto Section 7. Mitigation vegetation would not yet have become established.			
							Operation: Summer Year 15 Establishment of a tree and shrub belt and a hedgerow to the west of the property would help to filter views of man-made earthworks and traffic. However, the character of views would be significantly different as moving traffic and earthworks would still be perceptible, especially where not screened by a vegetation belt. The road corridor would continue to be apparent in oblique views north-east and south-west. Views east are likely to improve as traffic would have moved onto Section 7.	Large adverse		
R77, R78, R86 and R92 Ty Bugail Ronita Rallt Goch Cefn-gwyn Pen-y-cefn Glenrafon	N	N	N	N	Y	N	There would be elevated, oblique views north towards construction works for the central and northern parts of Section 7. The southern end of Section 7 would be screened by topography and vegetation. The northern end would be viewed at a distance (over 700m). Overall, construction	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Swn yr Afon Tyddyn Gil Bod-rhonyn							works would not make up a large proportion of the view. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
							Operation: Winter Year 1 Section 7 and moving traffic would be perceptible in oblique views north. Section 7 would not look significantly different to the existing A5025. However, the combination of Section 7 and the retained A5025 carriageway would widen the overall highway corridor. Mitigation vegetation would not yet have become established.	Slight adverse		
							Operation: Summer Year 15 Establishment of hedgerows and shrub blocks would help to integrate man-made earthworks into the landscape and filter views of moving traffic. However, due to the elevated nature of views, the overall highway corridor would appear wider.	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
R79, R83, R84, R85, R88 and R89 Pen y groes Ty croes Tyddyn Waen Pen yr orsedd Llwyn Ysgaw Cefn Coch Farm Plas Brain Llanddygfael-groes	N	N	N	N	Y	N	There would be direct, elevated views west towards construction works for the majority of Section 7, with oblique views north-east and south-west towards construction works for Section 7, and south-west towards activity, buildings and storage mounds within the construction compound. The elevation of views would reduce the intrusiveness of construction works as open views across the countryside would remain above the works. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Section 7 and moving traffic would be perceptible in direct views west although open views across the surrounding countryside would remain above the operational road. Section 7 would not look significantly different to the existing A5025. However, the	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							combination of Section 7 and the retained A5025 carriageway would widen the overall highway corridor. The attenuation ponds would appear as man-made features in the landscape, although the more irregular shapes of attenuation ponds A and C would make them slightly less perceptible. Mitigation vegetation would not yet have become established.			
							Operation: Summer Year 15 Establishment of hedgerows and tree and shrub blocks would help to integrate man-made earthworks into the landscape and filter views of moving traffic. Hedgerow and shrub planting, and marginal planting at attenuation ponds A and C, would help to soften the appearance of the ponds in the landscape. However, due to the elevated nature of views, the overall highway corridor would appear wider.	Slight adverse		
R80 and R87 The White House Rhandir	N	N	N	N	Y	N	Construction works for Section 7 would be in close proximity to the property including for attenuation pond B, although the works would be viewed	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements'

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>with the presence of the existing A5025 and moving traffic in the baseline context. There would be oblique views north-east and south-west towards construction works for Section 7 and attenuation ponds A and C. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.</p> <p>Operation: Winter Year 1 In direct views west, Section 7 would appear slightly less perceptible than the existing A5025 as it would run in cutting and partially screen views of moving traffic. However, attenuation pond B would form a noticeable man-made feature in the landscape and the break in landform at the cutting would be visible. The overall highway corridor would appear wider in oblique views north-east and south-west due to the combination of Section 7 and the retained A5025 carriageway.</p>	<p></p> <p>Slight adverse</p>		above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Attenuation ponds A and C would also be apparent as man-made features in the landscape, although their naturalistic shapes would integrate into the landscape to a certain extent. Mitigation vegetation would not yet have become established.			
							Operation: Summer Year 15 Establishment of hedgerows and tree and shrub blocks would help to integrate man-made earthworks into the landscape, disguise the break in landform at the cutting and filter views of moving traffic. Shrub and hedgerow vegetation, and marginal planting at attenuation ponds A and C, would help to soften the appearance of the ponds. However, attenuation pond B would still be perceptible, as would the wider overall highway corridor in oblique views north-east and south-west.	Slight adverse		
R82 Ty Capel	N	N	N	N	Y	N	There would be direct, open views south towards construction works for the southern end of Section 7 and attenuation pond A, although	Large adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements'

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Activity, buildings and storage mounds within the construction compound would also be visible in the distance (approximately 500m). Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 Man-made earthworks and moving traffic on embankment would be in closer proximity to the property compared to the existing A5025. Attenuation pond A would appear as a man-made feature in the landscape, although its more naturalistic shape would integrate into the landscape to a certain extent. Mitigation vegetation would not yet have become established.	Moderate Adverse		
							Operation: Summer Year 15	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Establishment of hedgerows and tree and shrub blocks would help to integrate man-made earthworks into the landscape and filter views of moving traffic. Shrub and hedgerow vegetation and marginal planting at attenuation pond A would soften its appearance in the landscape. However, Section 7 would be more perceptible than the existing A5025 due to moving traffic being in closer proximity and on embankment.			
R93 Bwlch Foel Bach Sarn	N	N	N	N	Y	N	There would be oblique views north-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views would be filtered by intervening vegetation in fields. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Operation: Winter Year 1 The effect of the Power Station Access Road Junction would not be dissimilar to that of the existing A5025, except for the stop and start motion of traffic at the roundabout.</p> <p>Operation: Summer Year 15 Mitigation vegetation would now be fully established but the overall effect on views is unlikely to reduce as stop and start traffic at the roundabout would still be perceptible.</p>	<p>Slight adverse</p> <p>Slight adverse</p>		
R94 Groes Groes-fechan	N	N	N	N	Y	N	<p>There would be oblique views north-east towards construction works for the Power Station Access Road Junction, which would be in close proximity. Works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.</p> <p>Operation: Winter Year 1</p>	<p>Large adverse</p> <p>Slight</p>	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>The new roundabout of the Power Station Access Road Junction would be a larger feature in the landscape than the existing A5025 and the stop and start motion of moving traffic would also be noticeable. Mitigation vegetation would not yet have become established.</p> <p>Operation: Summer Year 15 Establishment of shrub vegetation would help to soften the appearance of the new roundabout at the Power Station Access Road Junction and filter views of moving traffic. However, the roundabout would remain a noticeably larger feature compared to the existing A5025, and the stop and start motion of moving traffic would still be perceptible.</p>	<p>adverse</p> <p>Slight adverse</p>		
R95, R100 and R101 Foel Fawr Southern edge of Tregele Ysgubor Ddegwm	N	N	N	N	Y	N	There would be oblique, elevated views south-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary	Moderate adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.			
							There would be oblique, elevated views south-west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse		
							Operation: Winter Year 1 The new roundabout of the Power Station Access Road Junction would be a larger feature in the landscape than the existing A5025 and the stop and start motion of moving traffic would also be	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							noticeable. Mitigation vegetation would not yet have become established.			
R96, R97, R98, R99, R102 and R103 Cromlech Caerdegeg Uchaf Mynydd Ithel 1 Cromlech Terrace 2 Cromlech Terrace 3 Cromlech Terrace 4 Cromlech Terrace Pensarn Farm Bryn Difyr Caerdegeg Isaf	N	N	N	N	Y	N	There would be oblique views west towards construction works for the Power Station Access Road Junction, although works would be viewed with the presence of the existing A5025 and moving traffic in the baseline context. Views would be restricted by buildings and topography at Foel Fawr. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to be used only for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Slight adverse	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are described for this group as a whole.	See 'Residential receptors within 1km of the A5025 Off-line Highway Improvements' above. Effects are assessed for this group as a whole.
							Operation: Winter Year 1 The effect of the Power Station Access Road Junction would not be dissimilar to that of the existing A5025, except for the stop and start motion of traffic at the roundabout.	Slight adverse		
							Operation: Summer Year 15 Mitigation vegetation would now be fully established but the overall effect on views is	Slight adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							unlikely to reduce as stop and start traffic at the roundabout would still be perceptible.			
C1 Valley community	N	N	N	N	Y	N	Views have been considered for the eastern end of the community closest to section 1. There would be direct, local views east and oblique views north towards construction works for section 1 in a previously undeveloped field, although in the context of the A5 and overhead transmission lines. Temporary change in night-time views when construction lighting is used in a relatively dark area, although lighting is likely to only be used for short periods of time and positioned in a manner that reduces unnecessary light-spill.	Moderate adverse	Not applicable	Not applicable
Z1 Valley Cemetery	N	N	N	N	Y	N	There would be direct, local views west towards construction works for Section 1 including for the new roundabout. There would be direct, local views north-west towards a short section of construction works for Section 1 in a previously undeveloped field. Construction works further north would be	Large adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>screened by topography. There would be direct, local views south towards works for the footway/cycleway. Views would be filtered by vegetation along the cemetery boundaries.</p> <p>Operation: Winter Year 1 The new roundabout feature and associated stop and start motion of traffic would be visible to the west. Section 1 and traffic would be visible to the north-west, more apparent than the existing A5025 which is screened by buildings in Valley. Embankments would be fairly small in this area but would appear man-made. Mitigation planting would not yet have become established. Proposed lighting would blend in with existing lighting at Valley and along the A5.</p>			
Lon Trefignath cycle path (local) (viewpoint 5) and Parc Cybi service road shared use cycleway/footway (viewpoint 3)	N	N	N	N	N	Y	The level of visual effects for cyclists would tend to rise gradually 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	Major adverse in close-range views, ranging to negligible	Users of the Lon Trefignath cycle path would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Path and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the	Major adverse (short term) and during operation reducing to minor effect during decommissioning phase on users of the Lon Trefignath cycle path.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>initially be apparent in views north and north-west from the Lon Trefnath cycle path and the cycleway on 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 Route 8, located to the north of the A5.</p> <p>Operation: Winter Year 1 The level of visual effects for cyclists would tend to increase gradually 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 Lon Trefnath cycle path and the cycleway on the Parc Cybi service road. Views would be</p>		<p>construction of Penrhos Coastal Path and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.</p> <p>Cyclists on the shared cycleway/footway Parc Cybi access road would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Park and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.</p> <p>The resulting cumulative effects would be short-term, the residual effect reducing to minor adverse following establishment of the boundary hedge planting to the Logistics Centre and its decommissioning.</p>	Major adverse (short-term), moderate adverse (medium-term) and minor adverse effect (long-term) on cyclists on the shared cycleway/footway Parc Cybi access road.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							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 Route 8, located to the north of the A5.			
							Operation: Summer Year 5 The boundary hedge planting would have become established and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, Year 1	Major adverse in close-range views, ranging to negligible		
Community view south-east from Kingsland, Kingsland Road and the small cluster of properties extending along the B4545 (viewpoint 4) Properties at Penrhyn Geiriol, Trearddur and Properties at Hunters Chase, Trearddur (viewpoint 7)	N	N	N	N	N	Y	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 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	Moderate adverse in close-range views, ranging to negligible	Residents within the community of Kingsland would potentially experience simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Park and during the construction and operation of the Wylfa Newydd Project.	Moderate adverse (short-term) reducing to minor adverse effect on residents within the community of Kingsland. Moderate adverse (short-term) reducing to negligible adverse (long-term) effect on residents within the community of Penrhyn Geiriol and Hunters Chase, Trearddur.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							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.		Residents within the community of Penrhyn Geiriol and Hunters Chase, Trearddur would potentially experience simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park. The impacts on visual amenity would be likely to occur during the construction of Penrhos Coastal Park and during the construction and operation of the Wylfa Newydd Project.	
							Operation: Winter Year 1 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 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	Moderate adverse in middle-distance views ranging to negligible	The resulting cumulative effect would be short-term, the residual effect reducing to negligible adverse following establishment of the boundary hedge planting to the Logistics Centre and its decommissioning.	

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							from more distant settlements would be obscured by intervening landform and industrial developments.			
							Operation: Summer Year 5 The boundary hedge planting would have become established and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, Year 1.	Moderate adverse in middle-distance views ranging to negligible		
							Close-range views of 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 open views across the empty Logistics Centre site. The boundary hedge planting would be establishing itself and would filter views of the embankments and security fencing.	Minor adverse		
Visitors to the Trefignath Burial chamber (viewpoint 1) and the Ty Mawr	N	N	N	N	N	Y	Close-range direct and open uninterrupted views of the construction activities for the Logistics Centres site from the Trefignath Burial Chamber.	Major adverse in close-range views ranging to moderate adverse in middle-distance views	Visitors to Trefignath Burial Chamber would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics	Major adverse (short-term) reducing to minor adverse effect on visitors to Trefignath Burial Chamber.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Standing Stone (viewpoint 2)							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 sub-station. The site is seen within the context of the Road King truck stop, A55 and former aluminium works. The important view between the two monuments would be retained.		Centre only) with AN04 Penrhos Leisure Village and AN06 Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of ANO4 and AN06 and during the construction and operation of the Wylfa Newydd Project.	Major adverse (short-term) reducing to negligible adverse effect on visitors to Ty Mawr Standing Stone.
							Operation: Winter Year 1 Close-range direct and open uninterrupted views of the operational Logistics Centres site from the Trefnath Burial Chamber and 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 within the context of the Road King truck stop, A55 and former aluminium works.	Major adverse in close-range open views ranging to moderate adverse in middle-distance views.	Visitors to the Ty Mawr Standing Stone would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Path and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Path and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.	

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							<p>Operation: Summer Year 5 The boundary hedge planting would have become established and would integrate the site into the surrounding landscape. Views would be very similar to Operation: Winter, Year 1.</p> <p>Visitors 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.</p>	<p>Major adverse in close-range open views ranging to moderate adverse in middle-distance views</p> <p>Minor adverse</p>		
A55 Road	N	N	N	N	Y	Y	There would be filtered views north towards construction works along the A5, including for the new roundabout with Section 1 and works to the footway/cycleway along the A5. Construction works along Section 1 would also be perceptible. However, construction works would make up a small part of the view and would be viewed at speed. Temporary construction lighting is likely to blend in with existing lighting at Valley,	Slight adverse	Users of the A55 would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Anglesey Eco Park, Penrhos Coastal Park and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Anglesey Eco Park, Penrhos Coastal Park and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.	Moderate adverse (short-term) reducing to negligible effect on users of the A55.

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							along the A5 and at the A5/A55 junction.		The resulting cumulative effects would be short-term, the residual effect reducing to negligible adverse following establishment of the boundary hedge planting to the Logistics Centre and its decommissioning.	
Travellers on the B4545 (viewpoint 4) Travellers on the Parc Cybi service road (similar to viewpoint 3)	N	N	N	N	N	Y	The level of visual effects for travellers on local roads would tend to rise gradually with increasing proximity to the Logistics Centre site. The B4545 (viewpoint 4) would have close-range and sequential views of construction activities for the Logistics Centre site 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.	Moderate adverse in close-ranging and middle-distance views, ranging to negligible	Users of the B4545 would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Park and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.	Moderate adverse (short-term) and during operation, reducing to minor adverse effect on users of the B4545.
Travellers on the B4545 (viewpoint 4)	N	N	N	N	N	Y	Operation: Winter Year 1 Slightly elevated views towards the operational Logistics	Major adverse in close-range open views ranging to moderate adverse in	Users of the B4545 would potentially experience sequential, simultaneous and/or consecutive visibility of the	Moderate adverse (short-term) and during operation, reducing

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
<p>Travellers on the Parc Cybi service road (similar to viewpoint 3)</p> <p>Travellers on the A5153/A55 junction (viewpoint 6)</p>							<p>Centre site 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 local roads are obscured by landform and industrial development.</p>	<p>middle-distance views, to negligible for longer-distance views</p>	<p>Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Park and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.</p>	<p>to minor adverse effect on users of the B4545.</p>
							<p>Operation: Summer Year 5 The boundary hedge planting would have become established and would integrate the site into the surrounding landscape. Views would be very similar to Operation – winter, Year 1.</p>	<p>Major adverse in close-range open views ranging to moderate adverse in middle-distance views, to negligible for longer-distance views</p>	<p>Users of the A5153 would potentially experience sequential, simultaneous and/or consecutive visibility of the Wylfa Newydd Project (the Logistics Centre only) with the Penrhos Coastal Park and Parc Cybi Stage 2. The impacts on visual amenity would be likely to occur during the construction of the Penrhos Coastal Park and Parc Cybi Stage 2 and during the construction and operation of the Wylfa Newydd Project.</p> <p>The resulting cumulative effects would be moderate adverse short-term and during operation with the residual effect reducing to negligible adverse following establishment of the boundary hedge planting to the Logistics Centre and its decommissioning.</p>	<p>Moderate adverse (short-term) reducing to negligible effect on users of the A5153.</p>

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Residents in the vicinity of the Ecological Compensation Site at Cae Canol-dydd	N	Y	N	N	N	N	Construction Potential clear close views of proposed soil stockpile and machinery movements resulting in partial obstruction of the existing open and long distance views. Main area of soil stripping and hedge removal also likely to be visible.	Moderate adverse	Residents would potentially experience simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Ecological Compensation Site at Cae Canol-dydd) with the North Wales Connection Project The resulting cumulative effects would be short-term, and likely to be of greatest impact during the construction phase of the Ecological Compensation Site. The effect would reduce to negligible in the longer term with the re-establishment of ground cover across the Ecological Compensation Site.	Construction: Moderate adverse
Residents in the vicinity of the Ecological Compensation Site at Ty Du	N	Y	N	N	N	N	Construction Potential clear views towards site from properties. Possible clear views of scrub clearance work and burning of arisings forming a part of wider views.	Moderate adverse	Residents would potentially experience simultaneous and/or consecutive visibility of the Wylfa Newydd Project (principally the Ecological Compensation Site at Ty du) in combination with decommissioning of the existing power station and the Rhyd-y-Groes Repower. The resulting cumulative effects would be likely to be of greatest impact during the construction phase of Ecological Compensation Site. The effect would reduce to negligible in the longer term with the re-establishment of ground cover	Construction: Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									across the Ecological Compensation Site.	
Cultural heritage										
St. Patrick's Church, Llanbadrig (Asset 26)	N	Y	N	N	N	N	Construction activities and construction buildings would form an intrusive element in views on approach to the church and over the roof of the church from the east extension of the graveyard as well as detracting from the quietness of this asset's setting. Construction activities would be seen in the context of the Existing Power Station, and would be screened from the church and historic graveyard by local topography. Construction would not affect key attributes of the asset's setting, comprising its coastal location and views northwards out to sea, or its relationship to the lychgate and churchyard.	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
St Padrig's Church, Cemaes Bay (Asset 174)	N	Y	N	N	N	N	Construction activities would result in noise and visual intrusion in the setting of this asset. However, this would not detract from its architectural interest or our appreciation of its setting within Cemaes.	Minor adverse	Cumulative effect with the Rhyd-y-Groes Repower project: While construction activities associated with both projects would result in visual and aural intrusion, given the distance between the developments this intrusion would not be dominant and would be seen in the context of the existing developments. No cumulative effects during operation and decommissioning have been identified. No permanent cumulative effect.	Moderate adverse
Felin Gafnan Corn Mill, Porth y Felin (Asset 137)	N	Y	N	N	N	N	Construction of Power Station buildings, the MOLF, temporary causeway and breakwater would introduce noise and visual intrusion into the setting of the mill, transforming its tranquil coastal setting and introducing intrusion on the views of the mill from Cestyll Garden (HLT 2, high value) and the Anglesey coastal path. The association of the mill with the Corn drying house at Felin Gafnan (Asset 141, medium value) and the Mill House at Felin Gafnan, Cylch-y-Garn (Asset 144, medium value) would be maintained.	Major adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Potential for physical damage from vibration due to the use of the vibratory pile hammer in close proximity to this heritage asset.	Moderate adverse	Not applicable	Not applicable
							The Power Station and breakwater would form intrusive and dominant elements within the asset's setting, transforming its coastal character and intruding on views of the mill from Cestyll Garden (HLT2, high value). The relationship between the asset and the Corn drying house at Felin Gafnan (Asset 141, medium value) and the Mill House at Felin Gafnan, Cylch-y-Garn (Asset 144, medium value) would be maintained.	Moderate adverse	Not applicable	Not applicable
							Decommissioning works would result in noise and visual intrusion on the setting of the asset as a result of the operation of demolition plant, the removal of Power Station structures and remediation of the site. These works would be prominent and intrusive within the asset's coastal setting.	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Corn drying house at Felin Gafnan (Asset 141)	N	Y	N	N	N	N	Construction of Power Station buildings, the MOLF, temporary causeway and breakwater would introduce noise and visual intrusion on the setting of the corn drying house and transform its tranquil coastal setting. The association of the asset with the Felin Gafnan Corn Mill, (Asset 137, high value) and the Mill House at Felin Gafnan, Cylch-y-Garn (Asset 144, medium value) would be maintained.	Moderate adverse	Not applicable	Not applicable
							The presence of the Power Station would transform the setting of this asset, dominating views to the north and east, and altering its rural, coastal setting. The relationship with Felin Gafnan Corn Mill, Porth y Felin (Asset 137, high value) and the Mill house at Felin Gafnan, Cylch-y-Garn (Asset 144m medium value) would be maintained.	Moderate adverse	Not applicable	Not applicable
							Decommissioning activities would result in noise and visual intrusion on the setting of the asset as a result of the operation of demolition plant, the removal of Power Station	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							structures and remediation of the site. These activities would be prominent and intrusive within the asset's setting.			
Mill House at Felin Gafnan, Cylch-y-Garn (Asset 144)	N	Y	N	N	N	N	Construction of the Power Station, the MOLF, temporary causeway and breakwater would transform the asset's tranquil rural coastal setting; introduce noise and visual intrusion on the setting of the mill house, and intrusion on views from its principal elevation. The association of the mill house with the Felin Gafnan Corn Mill, (Asset 137 high value) and the Corn drying house at Felin Cafnan (Asset 141, medium value) would be maintained.	Moderate adverse	Not applicable	Not applicable
							The presence of the Power Station would transform the setting of this asset, dominating views to the north and east, and altering its rural, coastal setting. The relationship with Felin Gafnan Corn Mill, Porth y Felin (Asset 137, high value and the Corn drying house at Felin Gafnan (Asset 141, medium value)) would be maintained.	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							Decommissioning activities would result in noise and visual intrusion on the setting of the asset as a result of the operation of demolition plant, the removal of Power Station structures and remediation of the site. These activities would be prominent and intrusive within the asset's setting.	Moderate adverse	Not applicable	Not applicable
Cafnan House and Outbuildings (Asset 181)	N	Y	N	N	N	N	Construction activities, buildings and infrastructure, including cranes, the main stacks, Reactor buildings and Site Campus accommodation buildings, would be intrusive within the setting of this asset, resulting in noise and visual intrusion and transforming the rural character of its setting. When complete, Mounds D and D1 would reduce visual intrusion from the construction works.	Moderate adverse	Not applicable	Not applicable
							The presence of the Power Station, landscape mounds and planting would dominate the setting of the asset, transforming its rural character.	Moderate adverse	Not applicable	Not applicable
							Noise and visual intrusion from decommissioning activities would affect the asset's setting.	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Cestyll Garden (HLT 2)	N	Y	N	N	N	N	Removal of historic landscape elements including the kitchen garden and parts of its Essential Setting. Potential for effects on plants resulting from changes in air quality.	Major adverse	Activities associated with Decommissioning of the Existing Power Station, the North Wales Connection Project, Utilities Diversions, Wylfa Newydd Potable Water Supply and the construction of the Power Station would result in intrusion into the setting of this asset.	Major adverse
							Visual intrusion into the Essential Setting of the Registered Historic Park and Garden from construction. Noise from construction would result in noticeable intrusion into the setting of this asset, detracting from the quietness of the garden.	Major adverse		
							Visual intrusion into the setting and Significant Views of the Registered Historic Park and Garden (please refer to appendix D10-8 WDA Development Photomontage Viewpoint VKA and 15 (Application Reference Number: 6.4.65)).	Major adverse		
							Continued presence of the breakwater in a Significant View from the valley garden.	Moderate adverse		
Wylfa (HLT 8)	N	Y	N	N	N	N	Removal of landscape elements.	Negligible adverse	Permanent removal of this receptor would result from the Decommissioning of the Existing Power Station. The removal of this landscape by both projects would	Major adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNSA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									result in an inter-project cumulative effect. No cumulative effects during operation and decommissioning have been identified Permanent cumulative effect.	
Capel Soar Standing Stone (Asset 146)	N	N	N	N	Y	N	Construction activities would result in noise and visual intrusion on the setting of this asset, detracting from its rural character. However, the key attributes of its setting, its prominent location on a north/south ridge to the immediate east of the existing A5025, and extensive views across enclosed farmland to the east would be maintained.	Moderate adverse	Not applicable	Not applicable
							Whilst operation of the proposed scheme would increase the prominence of highways infrastructure within the asset's setting, realignment of the road to the west of the asset would reduce intrusion from traffic in the immediate vicinity of the standing stone. Operation of the scheme would not diminish the asset's value or prominence in the landscape.	Moderate adverse		
Siop Soar (Asset 149)	N	N	N	N	Y	N	Construction works would be intrusive to the setting of the	Moderate adverse	Not applicable	Not applicable

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
							asset, resulting in temporary noise and visual intrusion, and detracting from the semi-rural character of its setting. The relationship of the asset with the Black Lion Inn (Asset 150) would not be affected.			
Black Lion Inn, Llanfaethlu (Asset 150)	N	N	N	N	Y	N	Construction works would be intrusive to the setting of the asset, resulting in temporary noise and visual intrusion, and detracting from the semi-rural character of its setting. The relationship of the asset with Siop Soar (Asset 149) would not be affected.	Moderate adverse	Not applicable	Not applicable
Two Small Orthostatic Stones on Slight Mound, South of Tyn Felin (Asset 241)	N	N	N	N	Y	N	Construction of the scheme to the west of the asset would result in noise and visual intrusion on its setting, detracting from its rural character. However, road noise from the existing A5025 already forms part of this assets setting and its value and topographic location would be maintained.	Moderate adverse	Intrusion into the setting of this asset would result in an inter-project cumulative effect with the temporary construction compound for the A5025 On-line Highway Improvements.	Moderate adverse
							The presence and operation of the proposed scheme on embankment to the west of the asset would result in noise and visual intrusion on the setting of the asset.	Moderate adverse		

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WNDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
Melin Ty'n y Felin, Possible Former Site of, Cylch y Garn (Asset 243)	N	N	N	N	Y	N	Construction of the scheme on embankment approximately 40m from the asset would sever the asset from the rural landscape to the west and result in noise and visual intrusion on its setting. The value of the asset deriving from its historic fabric and its relationship with adjacent historic buildings (Assets 242 and 244) and the former mill-race (Asset 246) would be maintained.	Moderate adverse	Not applicable	Not applicable
Coastal processes										
There are no significant residual effects on coastal processes.										
Marine environment										
There are no significant residual effects for the marine environment.										
Shipping and navigation										
Collision - recreational/fishing/high speed/harbour vessel with vessel transiting to or from the Wylfa Newydd Development Area	N	Y	N	N	N	N	Consultation with stakeholders indicates that recreational fishing and leisure vessels use the bays in the vicinity of the MOLF. These vessels will generally be navigating close to the shore to avoid traffic in deeper waters; there is potential for one of these vessels to be involved in a collision with a vessel navigating to or from the MOLF/Roll-on Roll-off (Ro/Ro).	Minor adverse	The planned redevelopment of the Holyhead Waterfront is likely to increase recreational vessel transits nears to the WNDA, increasing the likelihood of a vessel collision. The planned expansion of Holyhead Port is likely to increase vessel movements to and from the Holyhead North disposal site, resulting in a minor increase in the likelihood of vessel collision. Cumulative effects have the potential to occur throughout a	Moderate adverse

Receptor or receptor group	Developments contributing to the effect						Residual effect of the Wylfa Newydd Project (cumulative, where applicable, but individual development effect otherwise)		Residual inter-project effects	
	Project-wide	WDA Development	Off-Site Power Station Facilities	Park and Ride	A5025 Off-line Highway Improvements	Logistics Centre	Description of residual effect	Significance of residual effect	Description of residual effect	Significance of residual effect
									vessel's passage and, therefore, the volume of additional vessel movements would be frequently above baseline volume. Cumulative effect during construction of MOLF and construction of Power Station.	
Stranding – small recreational vessel on breakwater	N	Y	N	N	N	N	During periods of adverse weather conditions it is possible that small recreational vessels (such as kayaks) would be stranded on the sloped faces of the breakwaters. The resulting damage would mean it would be unlikely for the vessel to be refloated safely.	Minor adverse	The increase in recreational vessels associated with the redevelopment of Holyhead Waterfront could lead to an increase in recreational vessels transiting near to the Wylfa Newydd Development Area. There would be a permanent cumulative effect due to permanent presence of breakwaters.	Moderate adverse
Radiological Effects										
There are no significant residual radiological effects.										