

MONA OFFSHORE WIND PROJECT

Preliminary Environmental Information Report

Volume 4, chapter 26: Seascape, landscape and visual resources

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- Annex 25.3: Visual baseline technical report
- Annex 25.4: Seascape, landscape and visual resources impact assessment methodology

Glossary

Term	Meaning
Access land	Land designated as open access as defined in the Countryside and Rights of Way Act 2000 (the CRoW Act).
Characteristics	Elements, or combinations of elements, which make a contribution to distinctive landscape character.
Designated landscapes	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
Effect	Best practice guidance defines effect as the change resulting from an impact (which is defined as “the action being taken”) (e.g. the effect erecting a building/structure or removing a tree on seascape/landscape character or views/visual amenity). (GLVIA3, pages 8-9).
Elements/components	Individual parts of a thing (e.g. different elements of a landscape which make up the whole, such as, for example, trees, hedges and buildings).
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Directive and EIA Regulations, including the publication of an Environmental Statement.
Feature	Prominent elements in the landscape, such as tree clumps, church towers or wooded skylines.
Green infrastructure	Networks of green spaces and watercourses and water bodies that connect rural areas, villages, towns and cities.
Heritage	The historic environment and especially valued assets and qualities, such as historic buildings and cultural traditions.
Hydrological, Ecological and Landscape Management Plan	A Hydrological, Ecological and Landscape Management Plan will be prepared for the application. It will include details of the landscape mitigation works required for the onshore elements (cable route and substation) and the maintenance and management of the proposed mitigation.
Impact	Best practice guidance defines impact as “the action being taken” (as opposed to the change resulting from the action) e.g. a tree being removed or building/structure being erected. (GLVIA3, pages 8-9).
Key characteristics	Elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
Landform	The shape and form of the land surface which has resulted from combinations of geology, geomorphology, slope, elevation and physical processes.
LANDMAP	LANDMAP is a complete all-Wales GIS based landscape resource where landscape characteristics, qualities and influences on the landscape are recorded and evaluated into a nationally consistent data set.
LANDMAP Aspect Areas	LANDMAP comprises five spatially related datasets: Geological Landscape; Landscape Habitats; Visual & Sensory; Historic Landscape; and, Cultural Landscape Services. LANDMAP Aspect Areas define the character within each layer.

Term	Meaning
Landscape	An area, as perceived by people, the character of which is a result of the action and interaction of natural and/or human factors.
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Areas	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscape distinctive. The process results in the production of a Landscape Character Assessment.
Landscape Character Type	These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation, historical land use, and settlement pattern.
Landscape effects	Effects on the landscape as a resource in its own right.
Landscape quality (condition)	A measure of physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by the proposal.
Landscape value	The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons
Magnitude (of impact)	A term that combines judgements about the size and scale of the impact or change, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long-term in duration.
Photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs of the existing landscape.
Seascape	The visual and physical conjunction of land and sea which combines maritime, coast and hinterland character.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor.
Significance (of effect)	A judgement of the environmental effect resulting from a combination of the sensitivity of the receptor and the magnitude of the impact of a proposed development.
Special Qualities	A term usually used in relation to National Parks or Areas of Outstanding Natural Beauty. It is given to those qualities for which the area is designated.
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences.
Townscape	The character and composition of the built environment including the buildings and the relationships between them, the different types of urban open space, including green spaces, and the relationship between buildings and open spaces.

Term	Meaning
Tranquillity	A state of calm and quietude associated with peace, considered to be a significant feature in the landscape.
Visual amenity	The overall pleasantness of the views people enjoy in their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
Visual effects	Effects on specific views and on general visual amenity experienced by people.
Visual receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visualisation	A computer simulation, photomontage or other technique illustrating the predicted appearance of a proposed development.
Zone of Theoretical Visibility	A map, usually digitally produced, showing areas of land within which, a development is theoretically visible.

Acronyms

Acronym	Description
AfL	Agreement for Lease
AOD	Ordnance Datum
AONB	Area of Outstanding Natural Beauty
CC	County Council
CCBC	Conwy County Borough Council
CEA	Cumulative Effect Assessment
DCC	Denbighshire County Council
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ELC	European Landscape Convention
ENP	Eryri National Park
GLVIA3	Guidelines for Landscape and Visual Impact Assessment Third Edition
HAT	Highest Astronomical Tide
HDD	Horizontal Directional Drilling
HELMP	Hydrological, Ecological and Landscape Management Plan
IEMA	Institute of Environmental Management and Assessment
IoA	Isle of Anglesey
IoM	Isle of Man
LAT	Lowest Astronomical Tide

Acronym	Description
LCA	Landscape Character Area
LCT	Landscape Character Type
LI	Landscape Institute
LPA	Local Planning Authority
MCA	Marine Character Area
MDS	Maximum Design Scenario
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
NCA	National Character Area (England)
NCR	National Cycle Route
NLCA	National Landscape Character Area (Wales)
NP	National Park
NPA	National Park Authority
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NRW	Natural Resources Wales
NSIP	Nationally Significant Infrastructure Project
OSP	Offshore substation platform
PEIR	Preliminary Environmental Impact Assessment
PROW	Public Right of Way
SCA	Seascape Character Area
SLA	Special Landscape Area
SLVIA	Seascape and Landscape Visual Impact Assessment
SPG	Supplementary Planning Guidance
SSZ	Seascape Sensitivity Zone
TGN	Technical Guidance Note
WHS	World Heritage Site
WTG	Wind turbine generator
ZTV	Zone of Theoretical Visibility

Units

Unit	Description
%	percentage
km	kilometres
m	metres
km ²	square kilometres
m ²	square metres
NM	nautical miles
cd	candelas
°	degrees

26 Seascape, landscape, and visual resources

Section 1: Introduction and overarching matters

26.1 Introduction

26.1.1 Overview

26.1.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents the assessment of the potential impact of the Mona Offshore Wind Project on seascape, landscape, and visual resources, comprising a Seascape Landscape and Visual Impact Assessment (SLVIA). Specifically, this chapter considers the potential impact of the Mona Offshore Wind Project landward/seaward of Mean Low Water Springs (MLWS) during the construction, operations and maintenance, and decommissioning phases.

26.1.1.2 This chapter also draws upon information contained within volume 8 of the PEIR, referenced as follows:

- Volume 8, annex 26.1: Seascape, landscape and visual resources planning policy of the PEIR
- Volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR
- Volume 8, annex 26.3: Visual baseline technical report of the PEIR
- Volume 8, annex 26.4: Seascape, landscape, and visual resources impact assessment methodology.

26.1.1.3 Mona Offshore Wind Limited (the Applicant), a joint venture of bp Alternative Energy investments Ltd (hereafter referred to as bp) and Energie Baden-Württemberg AG (hereafter referred to as EnBW) is developing the Mona Offshore Wind Project. The Mona Offshore Wind Project is a proposed offshore wind farm located in the east Irish Sea with a landfall on the North Wales coastline and a connection to the existing Bodelwyddan National Grid substation.

26.1.1.4 The Applicant entered into Agreement for Lease (AfL) for the Mona Offshore Wind Project in January 2023. The AfL for the Mona Array Area covers approximately 449.97km² and is located in the east Irish Sea, 28.2km (15.2nm) from the Anglesey coastline, 39.9km (21.5nm) from the Northwest coast of England, and 42.3km (22.8nm) from the Isle of Man (when measured from Mean High Water Springs (MHWS)). The offshore infrastructure, such as the wind turbines, OSPs, interconnector cables and inter-array cables will be located within the AfL area which is referred to as the Mona Array Area throughout the PEIR.

26.1.2 Purpose of chapter

26.1.2.1 The primary purpose of the PEIR is outlined in volume 1, chapter 1: Introduction of the PEIR. In summary, the primary purpose of an Environmental Statement is to support the Development Consent Order (DCO) application for Mona Offshore Wind Project under the Planning Act 2008 (the 2008 Act). The PEIR constitutes the Preliminary Environmental Information for the Mona Offshore Wind Project and sets out the

findings of the Environmental Impact Assessment (EIA) to date to support the pre-application consultation activities required under the 2008 Act. The EIA will be finalised following completion of pre-application consultation and the Environmental Statement will accompany the application to the Secretary of State for Development Consent.

26.1.2.2 The PEIR forms the basis for statutory consultation which will last for 47 days and conclude on 4 June 2023 as outlined in volume 1, chapter 2: Policy and legislation of the PEIR. At this point, comments received on the PEIR will be reviewed and incorporated (where appropriate) into the Environmental Statement, which will be submitted in support of the application for Development Consent scheduled for quarter one of 2024.

26.1.2.3 This PEIR chapter:

- Presents the existing environmental baseline established from desk studies, site-specific surveys, and consultation
- Identifies any assumptions and limitations encountered in compiling the environmental information
- Presents the potential environmental effects on seascape, landscape and visual resources arising from the Mona Offshore Wind Project, based on the information gathered and the analysis and assessments undertaken
- Highlights any necessary monitoring and/or mitigation measures which could prevent, minimise, reduce, or offset the possible environmental effects of the Mona Offshore Wind Project on seascape, landscape, and visual resources.

26.1.3 Study area

26.1.3.1 The SLVIA study area for the Mona Offshore Wind Project is shown on Figure 26.1 The area of land to be temporarily and permanently occupied during construction, operations and maintenance and decommissioning of the Mona Offshore Wind Project together with:

- 50km buffer from the Mona Array Area and incorporates the Mona Offshore Cable Corridor (Mona Array Area SLVIA study area) (Figure 26.1).
- 10km from the Onshore Substation and 1km buffer from the Mona Proposed Onshore Development Area (i.e. the area landward of Mean Low Water Springs (MLWS)) to be temporarily or permanently occupied during the construction, operations and maintenance and decommissioning of the Mona Offshore Wind Project (collectively called the Mona Proposed Onshore Development Area SLVIA study area).

26.1.3.2 These SLVIA study area extents are formulated in accordance with relevant best practice guidance and were discussed in the SLVIA workshop (held in September 2022) (see Table 26.7). NRW agreed in its Scoping Response that the SLVIA study areas set out in the Scoping Report were appropriate (Table 26.7).

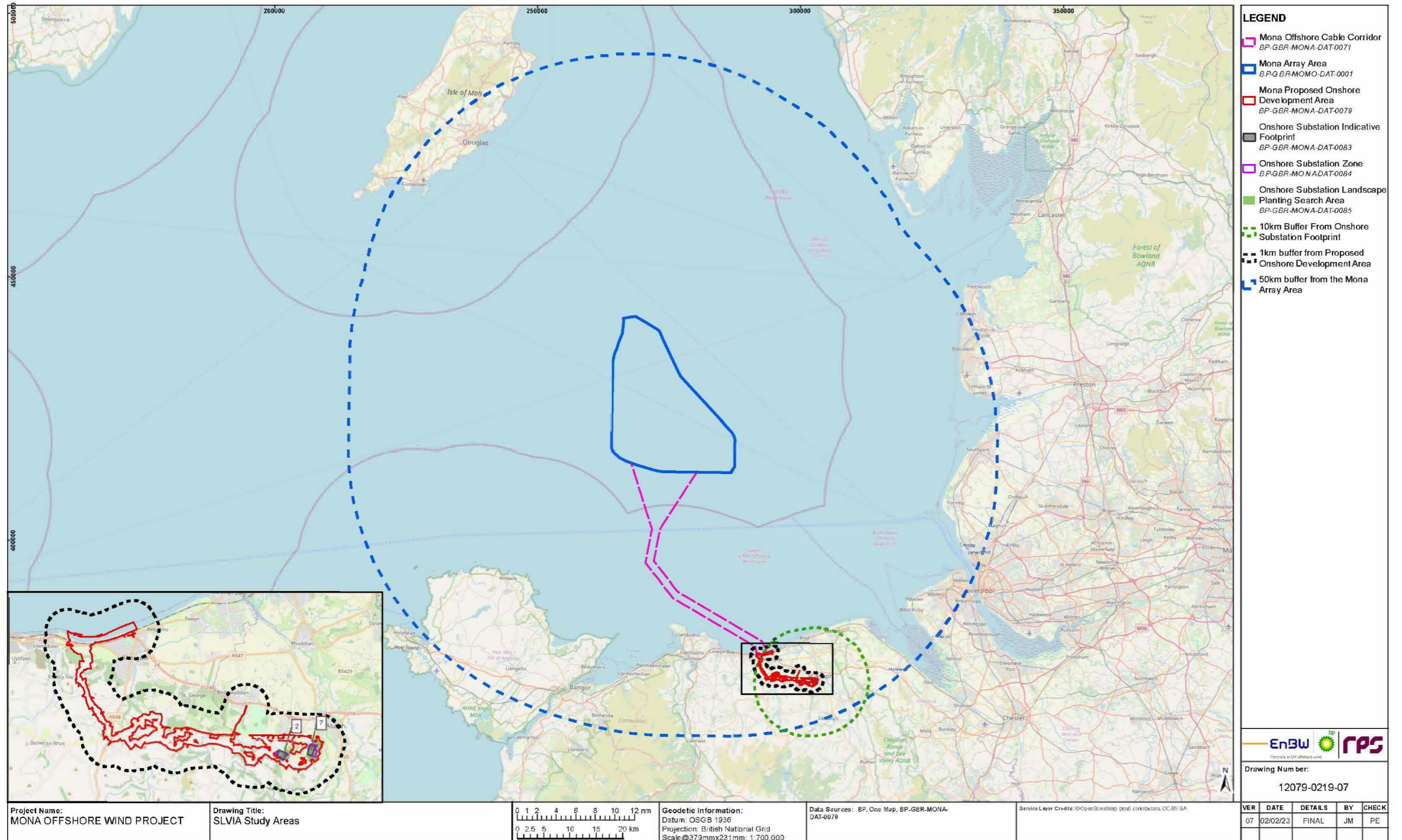


Figure 26.1: SLVIA study areas.

26.2 Policy context

26.2.1.1 The policy context for the Mona Offshore Wind Project is set out in volume 1, chapter 2: Policy and legislation of the PEIR. Specific policy relevant to seascape, landscape and visual resources is set out in volume 8, annex 26.1 Seascape, landscape and visual resources planning policy of the PEIR, a short summary of which is provided here.

26.2.2 Legislation

26.2.2.1 National government policy and underpinning legislation is summarised in Table 26.1 together with how and it has been considered in the SLVIA of the Mona Offshore Wind Project.

Table 26.1: Summary of national government legislation and policy relevant to seascape, landscape and visual resources.

Summary of national legislation/policy	How and where considered in the PEIR
Primary Legislation	
National Parks and Access to the Countryside Act 1949	The effect on the Isle of Anglesey Area of Outstanding Natural Beauty (AONB), assessed in section 26.10.1 The effect on Eryri National Park – assessed in section 26.10.1 The effect on the Clwydian Range and Dee Valley AONB – assessed in section 26.10.1
Environment Act 1995	The effect on Eryri National Park special qualities and landscape character – assessed in section 26.10.1
Countryside and Rights of Way Act 2000 (CRoW)	The effect on the Isle of Anglesey AONB – assessed in section 26.10.1 The effect on the Clwydian Range and Dee Valley AONB – assessed in section 26.10.1 The effect on land within the SLVIA study area designated as access land/open country – addressed in the impact assessment in Section 2, section 26.10.1 and Section 3, section 26.17.4
The Marine and Coastal Access Act 2009	The effect on land adjacent to the coast within the SLVIA study area – addressed in the impact assessment in sections 2 and 3 where appropriate.
Planning Policy and Guidance	
UK Marine Policy Statement (MPS) (2011)	Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.
Future Wales The National Plan 2040 – policy 17	Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.
Future Wales The National Plan 2040 – policy 18	Reviewed in volume 8: annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.

Summary of national legislation/policy	How and where considered in the PEIR
Planning Policy Wales Edition 11	Reviewed in volume 8: annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.
Welsh National Marine Plan November 2019	Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.
National Policy Statements (NPS EN-1 Overarching National Policy Statement for Energy and NPS EN-3 National Policy Statement for Renewable Energy) (2011)	Discussed in section 26.2.3. Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.
National Planning Policy Framework (July 2021)	Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR.

26.2.3 National Policy Statements

- 26.2.3.1 Planning policy on renewable energy infrastructure is presented in volume 1, chapter 2: Policy and legislation of the PEIR.
- 26.2.3.2 Planning policy on offshore renewable energy Nationally Significant Infrastructure Projects (NSIPs), specifically in relation to seascape, landscape and visual resources, is contained in the Overarching National Policy Statement (NPS) for Energy (EN-1; DECC, 2011a) and the NPS for Renewable Energy Infrastructure (EN-3, DECC, 2011b).
- 26.2.3.3 NPS EN-1 and NPS EN-3 include guidance on what matters are to be considered in the assessment. These are summarised in Table 26.2 and Table 26.3. This chapter refers to the current NPSs only and draft NPSs are not included. If an NPS is updated prior to application, the text will be updated in the Environmental Statement.
- 26.2.3.4 This chapter refers to the current NPSs only and draft NPSs are not included. If an NPS is updated prior to application, the text will be updated in the Environmental Statement.
- 26.2.3.5 Table 26.2 and Table 26.3 also highlight several factors relating to NPS EN-1 and NPS EN-3 and the determination of an application and in relation to mitigation.
- 26.2.3.6 This chapter refers to the current NPSs only and draft NPSs are not included. If an NPS is updated prior to application, the text will be updated in the Environmental Statement.

Table 26.2: Summary of the NPS EN-1 and NPS EN-3 provisions relevant to seascape, landscape, and visual resources.

Summary of NPS EN-3 and EN-1 provision	How and where considered in the PEIR
Summary of NPS EN-1 policy	
The assessment should refer to existing landscape character assessments and related studies (paragraph 5.9.5 of NPS EN-1).	The existing seascape and landscape character and assessments are described (Reviewed in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR).

Summary of NPS EN-3 and EN-1 provision	How and where considered in the PEIR
The assessment should make reference to relevant planning policies based on these assessments (paragraph 5.9.5 of NPS EN-1).	Relevant planning policy used to inform the assessment is outlined in volume 8, annex 26.1: Seascape, landscape and visual resources legislation and planning policy context of the PEIR and national policy summarised in Table 26.1.
The assessment should include the effects on seascape and landscape character and individual landscape elements during construction and operation (paragraph 5.9.6 of NPS EN-1).	Assessment of effects on the seascape and landscape elements are assessed in Section 2, section 26.10 and Section 3, section 26.17.
The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on local amenity, and nature conservation (paragraph 5.9.7 of NPS EN-1).	Assessments of effects on visual resources are assessed in Section 2, section 26.10.2 and Section 3, sections 26.18, 26.19, 26.20 and 26.21.
Summary of NPS EN-3 policy	
Projects visible from the shore will be required to undertake a SVIA that is in proportion to the scale of the project (paragraph 2.6.202 of NPS EN-3).	The assessment in this SLVIA PEIR chapter is in proportion to the scale of the Mona Offshore Wind Project.
Where necessary, assessment of the seascape should include assessment of the limit of visual perception from coast; how people perceive and interact with the seascape; and individual characteristics of the coast's ability to absorb the development. (Paragraph 2.6.203 of NPS EN-3).	The Mona Offshore Wind Project array will be visible from the shore. The assessment of the effects of the Mona Offshore Wind Project has been prepared in line with GLVIA3.
Photomontages are likely to be required as part of the SVIA with viewpoints to be selected in consultation with statutory consultees at EIA scoping stage (paragraph 2.6.204 of NPS EN-3).	Wirelines have been produced for representative viewpoints in the PEIR. These are presented in figures within Plan 1: Baseline Wirelines of the Mona Array Area, Plan 2: Cumulative Wirelines of the Mona Array Area and Plan 3: Wirelines of the Mona Proposed Onshore Development Area
Magnitude of change to both the identified seascape receptors (such as seascape units and designated landscapes) and visual receptors (such as viewpoints) should be assessed in accordance with the standard methodology for SVIA (paragraph 2.6.205 of NPS EN-3).	The SLVIA has been undertaken in accordance with GLVIA3. Other, specifically offshore windfarm, guidance has also been used in the SLVIA (see Table 26.8).
Where appropriate, cumulative SVIA is to be undertaken in accordance with section 4.2 of NPS EN-1 (paragraph 2.6.206 of NPS EN-3).	A cumulative impact assessment has been undertaken and is presented in Section 2, section 26.13 and Section 3, section 26.27.

Table 26.3: Summary of NPS EN-1 and NPS EN-3 policy on decision making relevant to seascape, landscape and visual resources.

Summary of NPS EN-1 and EN-3 provision	How and where considered in the PEIR
Summary of provisions in NPS EN-1	

Summary of NPS EN-1 and EN-3 provision	How and where considered in the PEIR
Virtually all nationally significant energy infrastructure projects will have effects on the landscape. Projects need to be designed carefully, taking account of the potential impact on the seascape and landscape. The aim is to minimise harm to the seascape and landscape, providing reasonable mitigation where possible and appropriate (paragraph 5.9.8 of NPS EN-1).	Details of the designed-in mitigation measures adopted as part of the Mona Offshore Wind Project are summarised in Table 26.26. Given the dynamic nature of the majority of the visual receptors and the location of the project offshore, no additional measures are proposed specifically in relation to the location or arrangement of the wind turbines.
The conservation of the natural beauty of the landscape and countryside should be given substantial weight by the Secretary of State in deciding on applications for development consent in these areas. Nevertheless, the Secretary of State may grant development consent in these areas in exceptional circumstances (5.9.9 and 5.9.10 of NPS EN-1).	No elements of the Mona Offshore Wind Project are located within nationally designated seascapes or landscapes. The Mona Proposed Onshore Development Area crosses Welsh Special Landscape Area (SLA) 2 Rhyd Y Foel to Abergele and the SLVIA study area includes SLA 3 Elwy and Aled Valleys. The effects on the key characteristics of the SLAs are assessed in sections 26.18.1, 26.19.1 and 26.20.2.
The Secretary of State should ensure that any projects consented in these designated areas should be carried out to high environmental standards, including through the application of appropriate requirements where necessary (paragraph 5.9.11 of NPS EN-1).	No elements of the Mona Offshore Wind Project are located within nationally designated seascapes or landscapes. The Mona Proposed Onshore Development Area crosses Welsh Special Landscape Area (SLA) 2 Rhyd Y Foel to Abergele and the SLVIA study area includes SLA 3 Elwy and Aled Valleys. The effects on the key characteristics of the SLAs are assessed in sections 26.18.1, 26.19.1 and 26.20.2.
When considering the effects of projects outside nationally designated areas which may have impacts within them, the aim should be to not compromise the purpose of a nationally designated area (paragraph 5.9.12 of NPS EN-1).	A Zone of Theoretical Visibility (ZTV) exercise has been undertaken for the highest element of the offshore infrastructure, the array (Figure 26.3) and also for two onshore substation sites (Figure 26.20). The Mona Offshore Wind Project array will be visible from the Eryri National Park, the Isle of Anglesey AONB and the Clwydian Range and Dee Valley AONB. The indirect impacts are assessed in section 26.10. Two World Heritage Sites lie within the Mona Array Area SLVIA study area: The slate landscape of north Wales WHS; and The Castle and Town Walls of Edward I in Gwynedd. The indirect impacts are assessed in section 26.10. The onshore elements of the Mona Offshore Wind Project will be visible from the Eryri National Park and the Clwydian Range and Dee Valley AONB. The indirect impacts are assessed in sections 26.18, 26.19 and 26.20. In theory the Mona Offshore Wind Project array would be visible from the Lake District National Park and World Heritage Site (WHS) on the clearest of days, although it lies outside the 50km SLVIA study area of the Mona Offshore Wind Project.

Summary of NPS EN-1 and EN-3 provision	How and where considered in the PEIR
The fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent (paragraph 5.9.13 of NPS EN-1).	No elements of the Mona Offshore wind Project are located within any designated landscapes. Mitigation measures for the Mona Offshore Wind Project are set out in this PEIR chapter and summarised in Table 26.30 and Table 26.31. An outline Hydrology, Ecology and Landscape Management Plan (HELMP) will be produced for the Environmental Statement.
The scale of nationally significant infrastructure projects will mean that they will often be visible within many miles of the site of the proposed infrastructure. The decision maker should judge whether any adverse impact on the landscape/seascape would be so damaging that it is not offset by the benefits (including need) of the project (paragraph 5.9.15 of NPS EN-1).	The effects of the temporary and permanent elements of the project on the seascape are assessed in section 26.10.
The decision maker should consider whether the project has been designed carefully to minimise harm to the seascape/landscape, including by reasonable mitigation (paragraph 5.9.17 of NPS EN-1).	Given the dynamic nature of the majority of the visual receptors and the location of the Mona Offshore Wind Project offshore, no additional measures are proposed specifically in relation to the location or arrangement of the wind turbines.
The decision maker will have to judge whether the visual effects on sensitive receptors, outweigh the benefits of the project (paragraph 5.9.18 of NPS EN-1).	The effects of the temporary and permanent elements of the project on the visual resources are assessed in section 26.10
Reducing the scale of a project can help to mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design may result in a significant operational constraint and reduction in function – for example the electricity generation output. (paragraph 5.9.21 of NPS EN-1).	Given the dynamic nature of most of the visual receptors and the location of the project offshore, no additional measures are proposed specifically in relation to the location or arrangement of the wind turbines.
Within a defined site, adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project (paragraph 5.9.22 of NPS EN-1).	Suitable mitigation for the onshore elements of the Mona Offshore Wind Project will be provided in an outline HELMP to accompany the Environmental Statement.
It may be appropriate to undertake landscaping off site (paragraph 5.9.23 of NPS EN-1).	Suitable mitigation for the onshore elements of the Mona Offshore Wind Project will be provided in an outline HELMP to accompany the Environmental Statement.
Summary of provisions in NPS EN-3	
The Secretary of State should assess the proposal in accordance with section 5.9 of NPS EN-1 (paragraph 2.6.207 of NPS EN-3).	The assessment of the Mona Offshore Wind Project has considered the likely significance of effects, considering each phase of the development process. The likely

Summary of NPS EN-1 and EN-3 provision	How and where considered in the PEIR
Where a proposed wind farm is within sight of the coast, there may be adverse effects. The Secretary of State should not refuse to grant a consent for a development solely on the ground of an adverse effect on the seascape or visual amenity unless: it considers that an alternative layout within the identified site could be reasonably proposed which would minimise any harm, taking into account other constraints that the applicant has faced such as ecological effects, while maintaining safety or economic viability of the application; or taking account of the sensitivity of the receptor(s) as set out in EN-1 paragraph 5.9.18, the harmful effects are considered to outweigh the benefits of the proposed scheme (paragraph 2.6.208 of NPS EN-3).	significance of effects has informed the design development of the scheme and is outlined in this chapter (refer to Table 26.30 and Table 26.31 for the summary of potential environmental effects).
Where adverse effects are anticipated either during the construction or operational phases, the Secretary of State should take into account the extent to which the effects are temporary or reversible (paragraph 2.6.209 of NPS EN-3).	
Neither the design nor scale of individual wind turbines can be changed without significantly affecting the electricity generating output of the wind turbines. Therefore, the Secretary of State should expect it to be unlikely that mitigation in the form of reduction in scale will be feasible. However, the layout of the wind turbines should be designed appropriately to minimise harm, taking into account other constraints such as ecological effects, safety reasons or engineering and design parameters (paragraph 2.6.210 of NPS EN-3).	Given the dynamic nature of the majority of the visual receptors and the location of the project offshore, no additional measures are proposed specifically in relation to the location or arrangement of the wind turbines.

26.2.4 UK Marine Policy Statement, Welsh National Marine Plan and Northwest Inshore and Northwest Offshore Marine Plans

26.2.4.1 The assessment of potential changes to seascape, landscape and visual resources has also been made with consideration to the specific policies set out in the Welsh National Marine Plan (Welsh Government, 2019) and Northwest Inshore and Northwest Offshore Marine Plans (MMO, 2021). Key provisions are set out in

26.2.4.2 Table 26.4, along with details as to how these have been addressed within the assessment. Further detail on the policies is provided in volume 8, annex 26.1: Seascape, landscape and visual resources planning policy context, of the PEIR.

Table 26.4: UK Marine Policy Statement, Welsh National Marine Plan and Northwest Inshore and Northwest Offshore Marine Plan policies relevant to seascape, landscape and visual resources.

Policy	How and where considered in the PEIR
UK Marine Policy Statement	
The effects of activities and developments in the marine and coastal area on the landscape, including seascape, will vary on a case-by-case basis according to the type of activity, its location and its setting. There is no legal definition for seascape in the UK but the European Landscape Convention (ELC) defines landscape as “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. In the context of this document, references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other (paragraph 2.6.5.1).	The chapter considers both offshore and onshore seascape and landscape and visual resources and receptors, as defined both in the ELC and in Guide to Best Practice in Seascape Assessment (Hill <i>et al.</i> , 2001, INTERREG Report No. 5).
When developing Marine Plans, marine plan authorities should consider at a strategic level visual, cultural, historical and archaeological impacts not just for those coastal areas that are particularly important for seascape, but for all coastal areas, liaising with terrestrial planning authorities as necessary. In addition, any wider social and economic impacts of a development or activity on coastal landscapes and seascapes should be considered (paragraph 2.6.5).	Seascape landscape and visual resources and receptors are considered within this PEIR chapter. Historic seascape and the setting of historic assets are considered in volume 2, chapter 13: Marine archaeology of the PEIR. The socio-economic effects of the Mona Offshore Wind Project are considered in volume 4, chapter 29: Socio-economics of the PEIR.
In considering the impact of an activity or development on seascape, the marine plan authority should take into account existing character and quality, how highly it is valued and its capacity to accommodate change specific to any development. Landscape Character Assessment methodology may be an aid to this process (paragraph 2.6.5.3).	Where available published seascape and landscape assessments have been used. Where not available, such as the outer Isle of Man territorial waters, baseline information from other chapters in the PEIR has been used to characterise the seascape and establish seascape sensitivity.
Welsh National Marine Plan	
SOC_06: Designated landscapes	No element of the Mona Offshore Wind Project lies within a nationally designated seascape or landscape. The SLVIA study areas of Mona Offshore Wind Project include the Eryri National Park, Isle of Anglesey AONB and the Clwydian Range and Dee Valley AONB. It may be possible on those days with the clearest visibility to see the array from the Lake District National Park and WHS, However, it lies outside the 50km SLVIA study area for the Mona Array Area. The effects of the array on the landscape of the Lake District National Park and WHS are judged not to be significant, due to distance.

Policy	How and where considered in the PEIR
SOC_07: Seascapes	The assessment of the Mona Offshore Wind Project on seascape, landscape and visual resources and receptors is considered in section 25.7 and summarised in Table 26.30 and Table 26.31. There are limited opportunities for mitigating seascape or visual effects for the Mona Array Area. However, Table 25.19 details those that are proposed for the Mona Array Area.
GOV_01: Cumulative effects	Cumulative effects are considered in section 26.11 and summarised in Table 26.32 and Table 26.33.
GOV_02: Cross-border and plan compatibility	Cross-border and transboundary impacts are considered in section 26.14 of this chapter. For the offshore elements of the Mona Array Area, these consist of the different landmasses framing this part of the Irish Sea - the Isle of Man, Wales and England, as well as the territorial waters that lie within the SLVIA study area.
ELC_01a: Low carbon energy (supporting) wind	The Mona Offshore Wind Project is an offshore wind project located predominantly in Welsh territorial waters, with small areas on its northeast edge lying within English territorial waters. The onshore elements of the Mona Offshore Wind Project are located in North Wales.
Northwest Inshore and Northwest Offshore Coast Marine Plans	
Policy NW-INF-1 Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.	Noted
NW-CO-1 Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported.	The Agreement for Lease (AfL) area is the result of the UK Offshore Wind Leasing Round 4 including the plan-level Habitat Regulations Assessment performed by The Crown Estate. Within that area and given other ‘hard’ constraints, there is little opportunity for relocating the Mona Offshore Wind Project array. Other mitigation is considered in Table 26.26Table 26.13.
NW-REN-1 Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.	The socio-economic effects of the Mona Offshore Wind Project are considered in volume 4, chapter 29: Socio-economics of the PEIR.
NW-REN-2 Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation project.	The AfL is leased to the Applicant.
NW-REN-3 Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.	Noted

Policy	How and where considered in the PEIR
NW-SCP-1 Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character and visual resource of the seascape and landscape of the area.	<p>The assessment of potential impacts is set out within section 26.10. Measures adopted as part of the Mona Offshore Wind Project are set out within Table 26.26. A summary of potential effects is set out within Table 26.30 and Table 26.31.</p> <p>The Mona Offshore Wind Project array will be visible from the Eryri National Park, the Isle of Anglesey AONB and Clwydian Range and Dee Valley AONB.</p> <p>On the clearest days it will be possible to see the Mona Offshore Wind Project array from the Lake District National Park and The English Lake District WHS. However, the Lake District National Park and WHS lies outside the 50km SLVIA study area. The effects on the Lake District National Park and WHS are judged not to have the potential to be significant, due to distance.</p>
NW-TR-1 Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported.	The effects on tourism and recreation are considered in volume 3, chapter 20: Land use and recreation of the PEIR.
NW-CBC-1 Proposals must consider cross-border impacts throughout the lifetime of the proposed activity. Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.	Cross-border and transboundary impacts are considered in section 26.14. For the Mona Offshore Wind Project, these are limited to the landmasses framing this part of the Irish Sea, namely Wales, the Isle of Man and England, as well as the territorial waters that lie within the SLVIA study area.

26.2.5 Planning Policy Wales

26.2.5.1 The assessment of potential changes to seascape, landscape and visual resources has also been made with consideration to the specific policies set out in Planning Policy Wales and Future Wales: The National Plan 2040. Key provisions are set out in Table 26.5 along with details as to how these have been addressed within the assessment.

Table 26.5: Welsh Planning Policy relevant to seascape, landscape and visual resources.

Policy	Key provisions	How and where considered in the PEIR
Planning Policy Wales (6.3.20)	Advocates the use of LANDMAP assessments to inform development management decisions, landscape character assessment, design and landscape sensitivity studies.	<p>The effects on the different aspect areas are assessed in section 26.18.1.</p> <p>The LANDMAP Aspect Areas relevant to the Mona Offshore Wind Project are identified and reviewed in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR.</p>
Planning Policy Wales Edition 11	Maximising environmental protection and limiting environmental impact	No elements of the Mona Offshore Wind Project lie within internationally or nationally designated landscapes.

Policy	Key provisions	How and where considered in the PEIR
	National Parks and Areas of Outstanding Natural Beauty	<p>However, the SLVIA study area for both onshore and offshore elements include areas of internationally and/or nationally designated areas of land. These are assessed in Section 2, section 26.10 and Section 3, sections 26.18.1, 26.19.1 and 26.20.2.</p> <p>The policies relevant to the Mona Offshore Wind Project are set out in volume 8, annex 26.1: Seascape, landscape and visual resources planning policy context of the PEIR.</p>
Future Wales: The National Plan 2040 – policy 17: Renewable and Low Carbon Energy and Associated Infrastructure	<p>Future Wales sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.</p> <p>Policy 17: confirms that the Welsh Government strongly supports the principle of developing renewable and low carbon energy. It supports large-scale wind energy in pre-assessed (onshore) areas. It does not support large-scale wind energy developments inside nationally designated landscapes</p>	<p>The Mona Offshore Wind Project is a renewable energy development. No elements of the Project would be situated in an internationally or nationally designated area of land.</p> <p>The effects on nationally and internationally designated landscapes are assessed in Section 2, section 26.10 and Section 3, sections 26.18.1, 26.19.1 and 26.20.2.</p> <p>The policies relevant to the Mona Offshore Wind Project are set out in Reviewed in volume 8, annex 26.1: Seascape, landscape and visual resources planning policy context of the PEIR.</p>
Future Wales: The National Plan 2040 – policy 18: Renewable and Low Carbon Energy Developments of National Significance	Proposals for Nationally Significant renewable and low carbon energy projects (such as the Mona Offshore Wind Project) will be permitted subject to policy 17 and the following criteria: Outside pre-assessed areas the proposal does not have an unacceptable adverse impact on the surrounding landscape (including the setting of nationally designated landscapes); it does not have an unacceptably adverse impact on views and visual amenity; the infrastructure is removed at the end of its lifetime; and, the cumulative impact of existing and consented renewable energy schemes should also be considered..	<p>The Mona Offshore Wind Project is an NSIP. No elements of the Mona Offshore Wind Project lie within internationally or nationally designated landscapes. However, the SLVIA study area for both onshore and offshore elements include areas of internationally and/or nationally designated areas of land. These are assessed in Section 2, section 26.10 and Section 3, sections 26.18.1, 26.19.1 and 26.20.2.</p> <p>The cumulative effects of the Mona Offshore Wind Project with existing onshore and offshore windfarms, as well as other types of major onshore and offshore development projects are assessed in Section 2, section 26.13 and Section 3, section 26.27.</p> <p>The policies relevant to the Mona Offshore Wind Project are set out in Reviewed in volume 8, annex 26.1: Seascape, landscape and visual</p>

Policy	Key provisions	How and where considered in the PEIR
		resources planning policy context of the PEIR.

26.2.6 Local Planning Policy (Wales)

- 26.2.6.1 The assessment of potential changes to seascape, landscape and visual resources has also been made with consideration to the specific policies set out in relevant local development plans. Key provisions are set out in Table 26.6 along with details as to how these have been addressed within the assessment. Further detail regarding the planning policies is set out in volume 8, annex 26.1: Seascape, landscape and visual resources planning policy context of the PEIR.
- 26.2.6.2 The Denbighshire County Council Adopted Local Development Plan (LDP) 2006-2021 was adopted on the 4 June 2013. Denbighshire County Council is preparing a new LDP to run from 2018-2033. The Preferred Strategy was published in May 2019 and due to be adopted in Autumn 2021 however due to the coronavirus pandemic, it has not been able to be adopted. The Delivery Agreement was revised in summer 2022 however it has not yet been published.
- 26.2.6.3 The Local Development Plan (LDP) provides a framework for sustainable development within Conwy County Council up to 2022. The LDP was formally adopted in October 2013 and is used for consistent and rational decision-making during the plan period to ensure the most efficient use of land and other limited resources, whilst at the same time promoting the regeneration and stimulation of the local economy for the benefit of the present and future population.
- 26.2.6.4 The LDP expired in December 2021 and a replacement LDP is currently being developed; the old LDP is considered to be still relevant until the new LDP is issued. It is unknown whether the LPA will save any of the expired LDP policies.

Table 26.6: Local planning policy relevant to SLVIA.

Policy	Key provisions	How and where considered in the PEIR
Conwy County Borough Council: Adopted Local Development Plan (October 2013)		
Strategic policy NTE/1 – The natural environment	This policy aims to protect and enhance the character of the countryside, landscape, built environment and the rich biodiversity and geological assets.	The landscape mitigation measures adopted as part of the Mona Offshore Wind Project are outlined in Table 26.26 and the areas that the proposed mitigations will take place are illustrated on Figure 26.25. A Hydrological, Ecological and Landscape Management Plan will be submitted with the application for consent.
NTE/4 - The landscape and protecting Special Landscape Areas	The visual character of the landscapes, seascapes, and townscapes in the Plan Area is highly valued by residents and visitors. High priority is given to the protection, conservation and enhancement of this landscape character and new development should be well-designed.	The visual character of the landscapes is described in section 26.7. The landscape mitigation measures adopted as part of the Mona Offshore Wind Project are outlined in Table 26.26 and the areas that the proposed mitigations will take place are illustrated on Figure 26.25. A Hydrological, Ecological and Landscape Management Plan will be submitted with the application for consent.
NTE/5 - The Coastal Zone	The policy seeks to control development along coastlines.	The effects of the Mona Proposed Onshore Development Area on the coastal area is considered in section 26.8.
Denbighshire County Council: Adopted Local Development Plan (June 2013)		
Policy RD 1 - Sustainable development and good standard design	It is an aspiration of the Council to raise the standard of design in all proposals. Good design is a key element in sustainable development and the LDP will promote high standards of design in terms of built development, All new developments must enhance and respect their surroundings and contribute towards the local identity. Developments must be of the appropriate scale, design and materials for their location and conform to the general principles set out above.	The landscape mitigation measures adopted as part of the Mona Offshore Wind Project are outlined in Table 26.26 and the areas that the proposed mitigations will take place are illustrated on Figure 26.25. A Hydrological, Ecological and Landscape Management Plan will be submitted with the application for consent. The visual amenity will be part of the locational consideration. However, private views are not part of this assessment, as no effects over and above substantial adverse are anticipated (so as to make this a planning matter) see section 26.17.3.

Policy	Key provisions	How and where considered in the PEIR
Policy VOE2 – Area of Outstanding Natural Beauty and Area of Outstanding Beauty	Consideration will be given to both the impact of development within the AONB and AOB and the impact of development on the setting of the AONB and AOB. Important views to and from the AONB and AOB will be protected. Applicants should ensure that proposals are compatible with the aims and objectives of the AONB Management Plan.	The effects of the Mona Offshore Wind Project on the Clwydian Range and Dee Valley AONB and its special qualities is considered in Section 3, sections 26.18.1, 26.19.1 and 26.20.2. The effects upon users of the Offa's Dyke Path National Trail, as it crosses the AONB are also assessed within section 26.8.
Policy VOE 10 - Renewable energy technologies	Development proposals which promote the provision of renewable energy technologies may be supported providing they are located so as to minimise visual, noise and amenity impacts and demonstrate no unacceptable impact upon the interests of nature conservation, wildlife, natural and cultural heritage, landscape, public health and residential amenity. In areas that are visually sensitive, including the AONB, Conservation Areas, World Heritage Site and Buffer Zone and in close proximity to historic buildings, visually intrusive technologies will not be permitted unless it can be demonstrated that there is no negative impact on the designation or there is an overriding public need for the development.	The effects of the Mona Offshore Wind Project with respect to seascape, landscape and visual resources have been considered in the design, where appropriate.

- Gwynedd Council
- West Lancashire Borough Council
- Preston City Council
- Chorley Council
- Lancashire County Council
- Sefton Council
- Fylde Borough Council
- Blackpool City Council
- Lake District National Park
- Isle of Man Government.

26.2.6.6 Responses received from stakeholders are listed in Table 26.7. Further detail is presented in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR and volume 8, annex 25.3: Visual baseline technical report of the PEIR.

Consultation

26.2.6.5 A summary of the key issues raised during consultation activities undertaken to date specific to seascape, landscape and visual resources is presented in Table 26.7, together with how these issues have been considered in the production of this PEIR chapter. Feedback on the candidate representative viewpoints was requested from the following stakeholders:

- Natural England
- Natural Resources Wales
- Eryri National Park
- Anglesey County Council
- Clwydian Range and Dee Valley AONB
- Conwy County Borough Council
- Denbighshire County Council

Table 26.7: Summary of key consultation issues raised during consultation activities undertaken for the Mona Offshore Wind Project relevant to seascape, landscape and visual resources.

Date	Consultee and type of consultation	Issues raised	Response to issue raised and/or were considered in this chapter
February 2022	Natural England (Email) - Response to Applicant's request for feedback on the candidate representative viewpoints for the landscape photography	Natural England stated that they would provide feedback following the submission of the PEIR.	The representative viewpoints selected for assessment of the Mona Offshore Wind Project array, onshore cable route and Mona Onshore Substations are assessed in Section 2, section 26.10.3 and Section 3, sections 26.18.6, 26.19.4 and 26.21.2. The photography and full descriptions of the existing views and those receptors that might experience the views are set out in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
March 2022	Natural Resources Wales (NRW) (Email) – Response to Applicant's request for feedback on the candidate representative viewpoints for the landscape photography	<p>With regards to the Ynys Môn AONB, NRW considers that the number and geographical distribution along the north and east coastal edges of the AONB looks appropriate.</p> <p>For Eryri National Park – NRW advises the deletion of viewpoint 5 (Yr Wyddfa). The Mona array is at some 60km from the summit; there is a considerable area of upland landmass in the views looking northwards to the coastline. The coastal edge of Ynys Môn is sometimes just evident from the summit of Snowdon, otherwise there are no obvious views of the North Wales seascape due to the viewing distance.</p> <p>NRW agreed with representative viewpoint 6 (Carnedd Llewellyn).</p> <p>The ZTV shows the coastal hills within the northern edge of the National Park could be influenced by the development. The coastal outlook strongly contributes to sense of place and perceptual qualities here therefore, NRW recommend the following additional viewpoints are assessed: Foel Lus (SH732761) and the North Wales Path above Abergwyngregyn (SH646711).</p> <p>For the Clwydian Range and Dee Valley AONB, NRW agree with representative viewpoint 10 (Graig Fawr); they advise the deletion of representative viewpoint 11 (Moel y Parc summit) as the North Wales coastline is inconspicuous from this location. Instead, NRW recommend a replacement viewpoint with a view from Offa's Dyke footpath above Meliden where the path contours Prestatyn Hillside in the area of SJ066808.</p>	
March 2022	Eryri National Park (Email) – Response to Applicant's request for feedback on the candidate representative viewpoints for the landscape photography	<p>Eryri National Park recently gave feedback on the representative viewpoints for Awel y Môr wind farm and suggests that it is worth considering similar representative viewpoints for the Mona Offshore Wind Project. They assume that the ZTV maps for Mona Offshore Wind Project would be very similar to Awel y Môr , and that there wouldn't be any drastically different areas which have a view of the offshore wind farm. Therefore, in terms of viewpoints within the National Park (or on the boundary), they suggest the following:</p> <ul style="list-style-type: none"> • Carnedd Llewellyn • Tal y Fan • Mynydd Conwy (Conwy Mountain) • Agree with NRW's recommendation about Foel Lus, and the path by Abergwyngregyn • Agree with NRW with regards to the exclusion of Yr Wyddfa as a viewpoint. <p>Eryri National Park also point out that Awel y Môr considered views from a path above Capelulo and to Cefn Goch Stone Circle.</p>	

Date	Consultee and type of consultation	Issues raised	Response to issue raised and/or were considered in this chapter
March 2022	Isle of Anglesey County Council (Email)- – Response to Applicant’s request for feedback on the candidate representative viewpoints for the landscape photography	Isle of Anglesey County Council has recently agreed viewpoints for inclusion in Awel y Môr. They identified overlaps in the viewpoints proposed by the Mona Offshore Wind Project, but it was important to include a similar number of lower AOD viewpoints in the Mona assessment. Isle of Anglesey County Council provided links to exhibition information from Awel y Môr and highlighted representative viewpoint 7 was of interest. There will be a need for some micro-siting at the proposed representative viewpoint 4 (Bwrdd Arthur trig point) as there are more open viewed from some of the open access land. For representative viewpoints of the onshore infrastructure, Isle of Anglesey Council confirmed that the viewpoints were suitably distributed but suggests that a viewpoint from the A5025 east between Bettws and Neaudd is added for completeness.	The Mona Array Area is further from the Isle of Anglesey coastline than Awel y Môr and the chosen viewpoints for the Mona Array will not necessarily be the same or as numerous as Awel y Môr. The representative viewpoints selected for assessment of the Mona Offshore Wind Project array, onshore cable route and Mona Onshore Substations are assessed in Section 2, section 26.10.3 and Section 3, sections 26.18.6, 26.19.4 and 26.21.2. The photography and full descriptions of the existing views and those receptors that might experience the views are set out in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
June 2022	The Planning Inspectorate (Scoping Opinion)	The Mona Offshore Wind Project EIA Scoping Report (Mona Offshore Wind Ltd, 2022) states that the SLVIA study area is to be based on a Zone of Theoretical Visibility (ZTV) and that receptors would be agreed with relevant stakeholders for both generation and transmission assets. The Applicant should seek to agree the extent of the ZTV with relevant consultation bodies.	The SLVIA study area was identified to stakeholders in the request for feedback on the representative viewpoints (February 2022). During the SLVIA Workshop in September 2022 (see below) stakeholders were asked to comment on the SLVIA study area. The Applicant did not receive any specific comments on the extent of the SLVIA study area, therefore the Applicant intends to use the statutory consultation process to agree that the SLVIA study area for the SLVIA assessment is appropriate.
June 2022	The Planning Inspectorate (Scoping Opinion)	The Inspectorate acknowledges that export cables would be fully submerged or buried underground. The Inspectorate agrees that in general the introduction of the export cables is unlikely to give rise to significant long-term effects on seascape and landscape character and visual resources during operation of the Proposed Development. However, it is unclear whether any easement required would result in permanent landscape changes and the potential for such effects should be considered. The ES should also assess the potential for significant short-term effects during the beginning of the operational phase, as proposed reinstatement measures mature along the export cable route.	The potential impacts from the construction of the onshore export cables on the landscape and visual receptors are assessed in section 26.21.
June 2022	The Planning Inspectorate (Scoping Opinion)	The Scoping Report anticipates that all cabling equipment would be left in situ when the Proposed Development is decommissioned. As such, the Inspectorate is content to scope out impact decommissioning of the offshore and onshore export cables on seascape and landscape character and visual resources.	Noted.
June 2022	The Planning Inspectorate (Scoping Opinion)	On the basis that all cables would be fully submerged or underground during operation and would be left in situ when the Proposed Development is decommissioned, the Inspectorate is content that cumulative effects are unlikely to be significant. Therefore, the cumulative effect of the operation, maintenance and decommissioning of the offshore and onshore export cables can be scoped out	Noted
June 2022	The Planning Inspectorate (Scoping Opinion)	A 50km buffer from the outer edge of the wind turbine array is proposed. Justification should be provided within the ES that this is sufficient to identify and likely significant effects, based on the wind turbine height for the Proposed Development	During the SLVIA Workshop in September 2022 (see below) ZTVs of the Mona Array Area were presented and stakeholders were asked to comment on the SLVIA study area. The Applicant did not receive any specific comments on the extent of the SLVIA study area, therefore the Applicant intends to use the statutory consultation to agree that the SLVIA study area for the SLVIA assessment is appropriate with stakeholders.
June 2022	The Planning Inspectorate (Scoping Opinion)	The ES should detail the expected levels of screening that would be established within the ‘10 years establishment’ timeframe of mitigation planting and the assumptions made in this regard	This information will be provided in the Environmental Statement.

Date	Consultee and type of consultation	Issues raised	Response to issue raised and/or were considered in this chapter
September 2022	Natural England – Response to attend SLVIA Workshop	<p>Natural England do not have further comment to input into discussions on SLVIA for the Mona Offshore Wind Project than in available in our Best Practice Guidance (advice documents can be viewed from the following SharePoint Online (SPOL) site. To gain access to the SPOL site, external partners need to request access from the 'NEOffshoreWindStrategicSolutions@naturalengland.org.uk' shared mailbox) and advising that a 60km buffer to assess seascape impacts is used due to the elevated viewpoints within the local area. This will enable any impacts to be fully assessed, although we acknowledge that the Mona OWF may be visible but not dominant within the seascape, or justification if provided for use of a 50km buffer to assess seascape, landscape and visual resources due to the height of the proposed wind turbines. Therefore, we will not be attending the Mona Project SLVIA workshop next week.</p>	Noted
September 2022	<p>Mona Offshore Wind Project SLVIA Workshop:</p> <ul style="list-style-type: none"> • Denbighshire County Council • Isle of Anglesey County Council • Isle of Man Government • Welsh Government • Conwy County Borough Council • Gwyneth Council • NRW • Eryri National Park Authority. 	<p>The purpose of the workshop was to introduce the Mona Offshore Wind Project; to agree the SLVIA study area; and to present the layout options.</p> <p>The principal guidance used to identify the baseline character of the seascape was the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) and technical guidance notes from the Landscape Institute.</p> <p>All relevant documentation from the 2003 BMT Cordah report, to date has been reviewed, including the detailed DTI Guidance on the Assessment of the Impact of Offshore Wind Farms: Seascape and Visual Impact Report (2005). The following proposed study areas were discussed: 50km for the array; 10km for the onshore substation; and 1km for the onshore cable corridor.</p> <p>The options were presented using wireline visualisations from five representative viewpoints. At the end of the meeting stakeholders were asked to confirm which option was most likely to give rise to the worst case seascape, landscape and visual impacts taking existing operational wind farms and future cumulative schemes into account.</p> <p>Other matters discussed during the meeting were the characterisation of the baseline environment and the identification of the representative viewpoint locations.</p>	<p>The Applicant did not receive any specific comments on the extent of the SLVIA study area, therefore the Applicant intends to use the statutory consultation process to agree that the SLVIA study area for the SLVIA assessment is appropriate.</p> <p>Stakeholders did not respond on the MDS scenarios during the meeting. The Applicant provided a follow-up slide pack to stakeholders. No specific comments had been received from stakeholders and the Applicant intends to use the scenario with the tallest wind turbine. The effects of the tallest turbines on both seascape landscape character and views and visual amenity are assessed in section 26.10.</p> <p>The photography and full descriptions of the existing views and those receptors that might experience the views are set out in volume 8, annex 26.3: Visual baseline technical report of the PEIR.</p> <p>The Applicant notes that within section 9.4 of the Scoping Opinion provided for the Awel y Môr Offshore Wind Farm, the Planning Inspectorate stated the following with respect to the SLVIA study area: <i>“The Inspectorate is content that at distances greater than 50km significant effects are unlikely and agrees that this matter can be scoped out”</i>.</p> <p>In addition, Anglesey County Council, NRW and the Isle of Man Government were all satisfied with the 50km study area for the purposes of the SLVIA for Awel y Môr Offshore Wind Farm.</p>
December 2022	Isle of Anglesey County Council (Email)	<p>Following the SLVIA workshop in September, the Isle of Anglesey County Council confirmed that the worst case layout scenario was the edge weighted layout. L22, 107 turbines - blade tip 293m.</p>	<p>The scenario confirmed by Isle of Anglesey County Council has been used in the assessment of effects. The effects of the tallest turbines on both seascape landscape character and views and visual amenity are assessed in section 26.10.</p> <p>The photography and full descriptions of the existing views and those receptors that might experience the views are set out in volume 8, annex 26.3: Visual baseline technical report of the PEIR.</p>

26.3 Baseline environment

26.3.1 Methodology to inform baseline

26.3.1.1 This section deals with the seascape, landscape and visual resources baseline of the Mona Offshore Wind Project, the separate aspects of which are described in detail in the following separate technical reports:

- Volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR
- Volume 8, annex 26.3: Visual baseline technical report of the PEIR.

26.3.1.2 In summary, the seascape, landscape and visual baseline environments were assessed by means of desk study and fieldwork, informed by consultation with the relevant authorities and stakeholders. This process, the activities involved and the consultees engaged, are recorded in this section by providing information regarding:

- Baseline studies and surveys undertaken in relation to the Mona Offshore Wind Project
- Any difficulties (e.g. technical deficiencies or limitations in available data) encountered in compiling the required information
- Agreement on methodology reached through consultations or otherwise, including where deviations from standard methods had been agreed.

26.3.1.3 A record and summary description of these desk study and fieldwork activities is provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR and volume 8, annex 26.3: Visual baseline technical report of the PEIR, as referred to above.

26.3.2 Desktop study

26.3.2.1 Information on the seascape, landscape and visual baseline environment within the SLVIA study area was collected through a detailed desktop review of existing studies and datasets. These are summarised in Table 26.8.

Table 26.8: Summary of key desktop reports.

Title	Source	Year	Author
A Landscape Strategy for Lancashire	Lancashire County Council	2000	Lancashire County Council
Supplementary Planning Guidance: Landscape Character Assessment of Sefton	Sefton Council	2003	Sefton Council
An assessment of the sensitivity and capacity of the Scottish seascape in relation to windfarms SNH Commissioned Report No. 103	Scottish Natural Heritage	2005	Scott, K.E., Anderson, C., Dunsford, H., Benson, J.F. and MacFarlane, R.
LANDMAP – the Welsh Landscape Baseline	NRW http://naturalresources.wales/Landmap	Various (2007)	NRW

Title	Source	Year	Author
Isle of Man Landscape Character Assessment	Isle of Man Government	2008	Chris Blandford Associates
National Character Area Profile	Natural England http://publications.naturalengland.org.uk/	Various (2012 to 2014)	Natural England
Conwy & Denbighshire Landscape Sensitivity and Capacity Assessment for Wind Energy Development	Conwy County Borough Council and Denbighshire County Council	2013	Denbighshire County Council
Clwydian Range and Dee Valley Management Plan 2014 - 2019	Clwydian Range and Dee Valley AONB	2014	Clwydian Range and Dee Valley AONB Partnership
National Landscape Character	NRW https://cdn.cyfoethnaturiol.cymru/	Various (2013)	NRW
Background Paper 27 Special Landscape Areas	Conwy Borough Council	2014	Conwy Borough Council
Landscape Unit and Strategy Area Maps	Conwy Borough Council	2014	Conwy Borough Council
Marine Plan Areas in England	Marine Management Organisation	2014	Marine Management Organisation
Supplementary Planning Guidance: Landscapes and Seascapes of Eryri	Eryri National Park Authority	2014	Eryri National Park Authority
The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan Review 2015 to 2020	Isle of Anglesey AONB/Isle of Anglesey County Council	2015	Isle of Anglesey AONB/Isle of Anglesey County Council
National Seascape Assessment for Wales	NRW	2015	Land Use Consultants
Supplementary Planning Guidance: Landscapes Sensitivity and Capacity Assessment	Eryri National Park Authority	2016	Eryri National Park Authority
LANDMAP Guidance Note 1: LANDMAP & Special Landscape Areas	NRW	2017	NRW
Seascape Character Assessment for the Northwest Inshore and Offshore Marine Plan Areas	Marine Management Organisation	2018	Land Use Consultants
Welsh National Marine Plan	Welsh Government	2019	Welsh Government
Seascape and visual sensitivity to offshore wind farms in Wales: Strategic assessment and guidance – Stage 3, Report No. 331	NRW	2019	White S., Michaels S., King H.

Title	Source	Year	Author
Wirral Landscape Character Assessment	Wirral Metropolitan Borough Council	2019	Land Use Consultants
Guidance Note 46 (GN46) 'Using LANDMAP in Landscape and Visual Impact Assessment (LVIA)	NRW https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/evidence-to-inform-development-planning/using-landmap-in-landscape-and-visual-impact-assessments-gn46/?lang=en	2021	NRW

26.3.4 Site specific surveys

- 26.3.4.1 In order to inform the PEIR, site-specific surveys were undertaken in relation to the photography and assessment of the representative viewpoints agreed with statutory consultees (see Table 26.9 for further details). In addition, extensive fieldwork was carried out during preparation of the SLVIA to support the seascape, landscape and visual resources baseline and impact assessments.
- 26.3.4.2 A summary of the site-specific surveys undertaken is provided in Table 26.9.

26.3.3 Identification of designated sites

- 26.3.3.1 All designated landscape areas within the SLVIA study area that could be affected by the construction, operations and maintenance, and decommissioning phases of the Mona Offshore Wind Project were identified and considered for assessment using the six-step process described below:
- Step 1: All designated landscape/seascape areas of international, national and local importance within the SLVIA study area were identified using a number of sources. These sources included NRW, Isle of Man Government and Natural England environmental datasets
 - Step 2: Information was compiled on the relevant qualifying interests for each of the areas, such as their reasons for designation and/or special landscape/seascape qualities
 - Step 3: Using the above information and expert judgement, designated landscape/seascape areas were included for further consideration if:
 - A designated area directly overlapped with the Mona Offshore Wind Project SLVIA study area
 - A designated area was located within the ZTV of the Mona Array Area and Mona Proposed Onshore Development Area.
 - Step 4: All statutory designated landscape/seascape areas of international and national importance within the SLVIA study area overlapping with the ZTV of the Mona Array Area and the Mona Proposed Onshore Development Area were carried forward for consideration in the SLVIA
 - Step 5: Non statutory and local landscape/seascape designations lying within the Mona Proposed Onshore Development Area were carried forward for consideration in the SLVIA
 - Step 6: Non statutory and local landscape/seascape designations out with the Mona Offshore Wind Farm Onshore Development Area and the Mona Array Area were scoped out of the SLVIA.

Table 26.9: Summary of site specific surveys.

Title	Extent of survey	Overview of survey	Survey contractor	Date	Reference to further information
SLVIA Photography	Onshore substation	Onshore candidate viewpoint photography	RPS	17 and 18 March 2022	The baseline photography undertaken during the site visit is presented in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
SLVIA Photography	North Wales	Offshore candidate viewpoint photography	RPS	22 to 23 March 2022	
SLVIA Photography	Isle of Man and Irish Sea	Offshore candidate viewpoint photography	RPS	22 to 24 March 2022	
SLVIA Photography	North Wales	Offshore candidate viewpoint photography	RPS	21 to 22 April 2022	
SLVIA Photography	North Wales	Offshore candidate viewpoint photography	RPS	20 June 2022	
SLVIA Photography	Onshore substation	Onshore candidate viewpoint photography	RPS	21 June 2022	
SLVIA Photography	Eryri National Park	Offshore candidate viewpoint photography	RPS	13 July 2022	
SLVIA Photography	Onshore substation options	Onshore candidate viewpoint photography	RPS	26 to 27 July 2022	
SLVIA Photography	Isle of Man and Irish Sea	Offshore candidate viewpoint photography	RPS	27 to 28 July 2022	
SLVIA Photography	Northwest England	Offshore candidate viewpoint photography	RPS	07 September 2022	
SLVIA Photography	North Wales	Offshore candidate viewpoint photography	RPS	11 to 15 September 2022	
SLVIA Photography	Northwest England	Offshore candidate viewpoint photography	RPS	15 to 17 September 2022	

26.4 Impact assessment methodology

26.4.1 Overview

26.4.1.1 The SLVIA has followed the methodology set out in volume 8 annex 26.4: Seascape, landscape and visual impact assessment methodology of the PEIR, a summary of which is reproduced below in this section.

26.4.1.2 Specific to the SLVIA, the following guidance document is the key consideration:

- Guidelines for Landscape and Visual Impact Assessment: Third Edition, 2013, Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA) (GLVIA3).

26.4.1.3 In addition, the SLVIA has considered the relevant legislative and policy framework as identified in section 26.2.

26.4.1.4 A detailed SLVIA methodology based on GLVIA3 is provided in volume 8, annex 26.4: Seascape, landscape, and visual resources impact assessment methodology of the PEIR. For the purposes of this SLVIA, the standard criteria wording has been refined to accord with GLVIA3 best practice guidelines. That said, it should be noted that the SLVIA methodology employs the same terminology as that set out volume 1, chapter 5: EIA methodology of the PEIR, as reproduced below.

26.4.2 Impact assessment criteria

26.4.2.1 The criteria for determining the significance of effects is a two-stage process that involves defining the magnitude of the impacts and the sensitivity of the receptors. This section describes the criteria applied in this chapter to assign values to the magnitude of potential impacts and the sensitivity of the receptors. The terms used to define magnitude and sensitivity are based on those which are described in further detail in volume 1, chapter 5: EIA methodology of the PEIR.

Magnitude

26.4.2.2 The criteria for defining magnitude in this chapter are outlined in Table 26.10.

Table 26.10: Definition of terms relating to the magnitude of an impact.

Magnitude of impact	Definition
High	Seascape/landscape Total loss, or/very substantial loss or addition of, key elements/features/patterns of the baseline (i.e. pre-development seascape/landscape) and/or introduction of dominant, uncharacteristic elements compared with the attributes of the receiving seascape/landscape.
	Visual Complete or very substantial visual change involving complete or very substantial obstruction of existing view or complete change in character and composition of visual baseline (i.e. pre-development view) (e.g. through removal of key elements).

Magnitude of impact	Definition
Medium	Seascape/landscape Partial loss or addition of, or moderate alteration to, one or more key elements/features/patterns of the baseline (i.e. pre-development seascape/landscape) and/or introduction of elements that may be prominent but would not be substantially uncharacteristic in comparison to the attributes of the receiving seascape/landscape.
	Visual moderate visual change, which may involve partial obstruction of existing view or partial change in character and composition of visual baseline (i.e. pre-development view) through the introduction of new elements or removal of existing elements. Change may be prominent but would not substantially alter the scale and character of the surroundings and the wider setting. Composition of views would alter. View character may be partially changed through the introduction of features which, although uncharacteristic, may not necessarily be visually discordant.
Low	Seascape/landscape minor loss or addition of, or alteration to, one or more key elements/features/patterns of the baseline (i.e. pre-development seascape/landscape and/or introduction of elements that may not be uncharacteristic compared with the surrounding seascape/landscape).
	Visual minor change to the visual baseline (i.e. pre-development view) – change would be distinguishable from the surroundings whilst view composition and character would be similar to the pre-change circumstances.
negligible	Seascape/landscape Very minor loss or addition of, or alteration to, one or more key elements/features/patterns of the baseline (i.e. pre-development seascape/landscape) and/or introduction of elements that are not uncharacteristic in comparison to the surrounding seascape/landscape; approximating to a 'no-change' situation.
	Visual Very slight change in visual baseline (i.e. pre-development view) – change barely distinguishable from the surroundings. Composition and character of view substantially unaltered.
No change	No loss, alteration, or addition to the receiving seascape/landscape resource.
	No alteration to the existing view.

26.4.2.3 Where the magnitude of impact is judged to fall in between the above categories it is expressed as low/negligible, medium/low or high/medium.

Sensitivity

26.4.2.4 The criteria for defining sensitivity in this chapter are outlined in Table 26.11. Note that, in SLVIA, the sensitivity of seascape/landscape and visual receptors is determined by an assessment of two separate factors: the value of the receptor; and the receptor's susceptibility to the development proposed.

Table 26.11: Definition of terms relating to the sensitivity of the receptor.

Sensitivity		
Seascape/landscape	Receptor susceptibility	Receptor value
Very High	Exceptional seascape/landscape quality; absence of seascape/landscape detractors; no or limited potential for substitution. Key elements/features well known to the wider public.	Nationally/internationally designated seascape/landscape, or key elements or features of nationally/internationally designated seascape/landscape.
High	Strong/distinctive seascape/landscape character; relatively free of seascape/landscape detractors.	Regionally/nationally designated seascape/landscape areas or features.
Medium	Some distinctive seascape/landscape characteristics; presence of seascape/landscape detractors.	Locally/regionally designated/valued seascape/landscape and features.
Low	Absence of distinctive seascape/landscape characteristics; unavoidable presence of seascape/landscape detractors.	Undesignated seascape/landscape and features.
negligible	Absence of positive seascape/landscape characteristics. Significant presence of seascape/landscape detractors.	Undesignated seascape/landscape and features.
Visual	Receptor susceptibility	Receptor value
Very High	Observers, drawn to a particular view, including those who have travelled from around Britain and overseas to experience the views.	Judgements made about the value of views should take account of: <i>"recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations; and, indicators of value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment (such as parking places, sign boards or interpretive material) and references to them in literature or art..."</i> (GLVIA3, para 6.37)
High	Observers on the public rights of way network in the countryside are more sensitive to visual change.	
Medium	Observers enjoying the countryside from vehicles on quiet/promoted routes or pedestrians on less scenic/urban rights of way are moderately sensitive to visual change.	
Low	Observers in vehicles or people involved in outdoor activities where attention is not focused on landscape are less sensitive to visual change.	
negligible	Observers in vehicles or people involved in frequent or frequently repeated activities are less sensitive to visual change.	

- 26.4.2.5 Where the sensitivity of a particular receptor is judged to be in between the above categories, or it varies with location it is expressed as low to medium, medium to high or high to very high.
- 26.4.2.6 Significance of the effect upon seascape, landscape and visual resources is determined by correlating the magnitude of the impact and the sensitivity of the receptor. The method employed for this assessment is presented in Table 26.12. Where a range of significance of effect is presented in Table 26.12, the final assessment for each effect is based upon expert judgement.
- 26.4.2.7 For the purposes of this assessment, any effects with a significance level of substantial or major have been deemed significant in terms of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. In general, any effects with a significance level of moderate or less have been judged as not significant. An accumulation of individual moderate effects, for instance those experienced during a journey undertaken by the same visual receptor, may also be judged as significant in some circumstances.
- 26.4.2.8 Effects are assessed as being adverse, neutral, or positive. The judgements regarding the significance of effect and that relating to whether an effect is beneficial or adverse are entirely separate. The assessment of whether an effect is positive, neutral or adverse is based on professional judgement having regard to the relevant objective factors.

Table 26.12: Matrix used for the assessment of the significance of the effect.

Sensitivity of Receptor	Magnitude of Impact				
	No Change	negligible	Low	Medium	High
negligible	No change	negligible	negligible to minor	negligible to minor	negligible to minor
Low	No change	negligible to minor	negligible to minor	minor	minor to moderate
Medium	No change	negligible to minor	minor	moderate	moderate to major
High	No change	negligible to minor	minor to moderate	moderate to major	major
Very High	No change	minor	moderate to major	major	Substantial

- 26.4.2.9 Table 26.13 provides definitions for significance of effect levels recorded in the SLVIA.

Table 26.13: Definitions of SLVIA significance criteria.

Level of Significance	Typical Descriptors	
	Seascape/Landscape Resource	Visual Resource
Substantial	Where proposed changes would be uncharacteristic and/or would significantly alter a landscape of exceptional landscape quality (e.g. internationally designated landscapes), or key elements known to the wider public of nationally designated seascape/landscapes (where there is no or limited potential for substitution nationally).	Where proposed changes would be uncharacteristic and/or would significantly alter a view of remarkable scenic quality, within internationally designated landscapes or key features or elements of nationally designated seascapes/landscapes that are well known to the wider public.
major	Where proposed changes would be uncharacteristic and/or would significantly alter a valued aspect of (or a high quality) seascape/landscape.	Where proposed changes would be uncharacteristic and/or would significantly alter a valued view or a view of high scenic quality.
moderate	Where proposed changes would be demonstrably out of scale or at variance with the character of an area.	Where proposed changes to views would be demonstrably out of scale or at variance with the existing view.
minor	Where proposed changes would be at slight variance with the character of an area.	Where proposed changes to views, although discernible, would only be at slight variance with the existing view.
negligible	Where proposed changes would have an indiscernible effect on the character of an area.	Where proposed changes would have a barely noticeable effect on views/visual amenity.
No Change	No discernible loss or alteration to seascape/landscape character, features or elements.	No part of the Mona Offshore Wind Project is discernible.

26.4.3 Future baseline scenario

26.4.3.1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires that the Environmental Statement includes *"an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge"*. If Mona Offshore Wind Project does not come forward, an assessment of the future baseline conditions has been carried out and is described within this section.

Future seascape, landscape character and visual baseline

26.4.3.2 Landscape and adjacent seascapes are constantly evolving; evolution is an intrinsic attribute of landscapes which are in constant flux. The forces driving landscape/seascape change are both human and natural, predominantly the former within the SLVIA study area. Building and infrastructure development, intensive agriculture and minerals exploitation is changing the character of both urban and rural landscapes. Climate change driven by human activity has the potential to alter vegetation patterns and landscape character in the longer term, although to what extent and over what timeframe is a matter of conjecture.

26.4.3.3 Volume 4, chapter 28: Climate change of the PEIR presents an assessment of predicted changes in the climate relating to the SLVIA study area between 2030 and 2080 including those resulting from extreme weather events of heat, cold, rainfall, drought and wind. It is predicted that mean temperatures will increase, winter precipitation will increase; and summer precipitation will decrease. Overall, the frequency of hot days, dry spells and heavy rainfall is predicted to increase.

26.4.3.4 The current landscape and seascape character baseline situation is described in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. The climate change predictions recorded in volume 4, chapter 28: Climate change of the PEIR are unlikely to be sufficient to lead to an appreciable change in the baseline vegetation and character within the SLVIA study area. The underlying landscape and seascape characteristics are therefore predicted to remain broadly constant for the period assessed in volume 4, chapter 28: Climate change of the PEIR. Consequently, excluding building/infrastructure development, the future landscape and seascape character baseline, and the related visual baseline, would be essentially the same as the current baseline situation summarised above in this SLVIA and presented in more detail in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR.

26.4.3.5 Regarding future building/infrastructure development, it is not possible to accurately predict future change. The cumulative effects assessment section of the SLVIA below (supported by volume 8, annex 26.5: Projects identified in the cumulative seascape, landscape, and visual resources assessment of the PEIR include existing onshore and offshore windfarms (the cumulative baseline) and proposed onshore and offshore windfarms. It also identifies other relevant existing offshore infrastructure projects (part of the cumulative baseline) and proposed onshore and offshore major development projects for the SLVIA study area for the immediate future, the focus being on onshore and offshore infrastructure projects. Bearing in mind the current development pipeline in the North Wales and Irish Sea Round 4 area in the light of the climate emergency and related government policy/legislation, an intensification of offshore wind development within the SLVIA study area is likely in the future.

26.4.3.6 Landscape mitigation proposals for the onshore transmission/substation component provide an opportunity to build in climate resilient solutions for the Mona Offshore Wind Project. Key elements would be:

- Vegetation retention strategy to ensure the maximum extent of green infrastructure is retained within the Mona Proposed Onshore Development Area
- Earthworks cut and fill balance to retain and reuse the maximum volume of spoil within the Mona Onshore Substation Option boundary
- Planting proposals appropriate to the location and to the future climate change scenario
- Enhancement of green infrastructure through management proposals
- Preparation of an outline HELMP for long-term objectives.

26.4.4 Data limitations

26.4.4.1 The SLVIA assumptions and limitations are set out in detail in volume 8, annex 26.4: Seascape, landscape and visual resources impact assessment methodology of the PEIR.

- 26.4.4.2 Regarding the approach taken in the SLVIA to the assessment of the different development phases of the Mona Offshore Wind Project, the following assumption/limitation should be noted. For developments of this type and scale, seascape, landscape, and visual impacts arising will increase in magnitude on a continuum from the start of construction through to completion of works and commencement of operations and maintenance in the short-term, remaining fairly constant during operations and maintenance in the long-term. The decommissioning phase is effectively the construction process in reverse (also short-term in duration). In addition, during the latter stages of construction and early stages of decommissioning, the Mona Offshore Wind Project will give rise to similar levels of seascape, landscape, and visual change as during the operations and maintenance phase (the difference being the absence rotor/blade movement). Consequently, in this SLVIA, for each seascape, landscape and visual receptor, construction and decommissioning effects are dealt with together, recorded separately from the operational effects.
- 26.4.4.3 Consultations with key stakeholders (recorded in Table 26.7) regarding the preferred scheme and the candidate Representative for the Mona Offshore Wind Project are ongoing and representative viewpoint locations may change.

26.4.5 Designated sites

- 26.4.5.1 Designated areas of landscape/seascape identified for the inclusion in the seascape, landscape and visual resources chapter are listed in Table 26.17.

26.4.6 Maximum design scenario

- 26.4.6.1 The maximum design scenarios identified in Table 26.14 have been selected as those having the potential to result in the greatest effect on an identified receptor or receptor group. These scenarios have been selected from the Project Design Envelope provided in volume 1, chapter 3: Project description of the PEIR. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the Project Design Envelope (e.g. different infrastructure layout), to that assessed here be taken forward in the final design scheme.

Table 26.14: Maximum design scenario considered for the assessment of potential impacts on seascape, landscape and visual resources.

^a C=construction, O=operations and maintenance, D=decommissioning

Potential impact	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
<p>The SLVIA considers the likely impacts of the Mona Offshore Wind Project on the seascape, landscape and visual resources of the SLVIA study area resulting from its construction, operations and maintenance and decommissioning.</p> <p>The receptor groups considered in the SLVIA are those located within the 50km radius study area as follows:</p> <p><u>Seascape/landscape receptors</u></p> <ul style="list-style-type: none"> Seascape/marine character areas Landscape character areas LANDMAP Aspect Areas (within 10km of the Mona Onshore Substation) Special qualities of national landscape designations. <p><u>Visual receptors (people)</u></p> <ul style="list-style-type: none"> People using national trails/long distance paths People using access land/open country People at main coastal settlement seafronts and shorelines Cyclists on NCRs and National Cycleways People travelling along main coastal roads People travelling on key coastal railways People using main ferry routes Other marine users (e.g. recreational sailors) 40 offshore representative viewpoints illustrating potential views from the locations. <p>An overview of the Mona Offshore Wind Project main elements is presented here. The following key project elements areas are assessed in the SLVIA:</p> <ul style="list-style-type: none"> Mona Array Area (offshore element) 	✓	✓	✓	<p>Mona Offshore Wind Project – overall project description</p> <p>Mona Offshore Wind Project (Figure 26.1) comprises the following components as set out within volume 1, chapter 3: Project description of the PEIR:</p> <p>Mona Array Area: a maximum of 68 wind turbines and four Offshore Substation Platforms (OSPs)</p> <ul style="list-style-type: none"> Mona Offshore Cable Corridor: seabed export cable corridor between Mona Array Area and landfall including intertidal area up to Mean High Water Springs (MHWS) Landfall: point where the offshore export cables make contact with land at MHWS and connect to the onshore cabling Mona Onshore Cable Corridor: corridor located between MHWS landfall and Mona Onshore Substation Mona Proposed Onshore Development Area: area encompassing landfall, onshore cable corridor, onshore substation, mitigation areas, temporary access roads and construction compounds etc., and National Grid connection Mona Onshore Substation: location of new substation for transforming offshore wind farm power up to 400kV Mona 400kV Grid Connection Cable: corridor between Mona Onshore Substation and existing National Grid substation at Bodelwyddan. 	<p>The tallest turbines (smallest number) is considered to be the MDS for SLVIA.</p>
	✓	✓	✓	<p>Mona Array Area (offshore generation assets)</p> <p>Construction phase</p> <p>The offshore components and activities relating to construction of the Mona Offshore Wind Project considered in the SLVIA are described below.</p> <p><u>Construction works/activities</u></p> <p>Generally, wind turbines are installed using the following process:</p> <ul style="list-style-type: none"> Wind turbine and foundation components (blades, nacelles, towers, monopiles and transition pieces) collected from a UK or European port are transported to the Mona Array Area by dedicated barges/vessels Wind turbine components will be assembled on site and erected on to foundations by an installation vessel (e.g. Jack-Up Vessel (JUV), Dynamic Positioning Vessel (DPV) or heavy lift vessel). The process is assisted by smaller support vessels (e.g. tugs, guard vessels and anchor handling vessels), which tend to shadow the installation vessels. The maximum number of installation and support vessels for the Mona Array Area is 1878 return trips from port per year required throughout installation. The maximum number of helicopter return trips per year for the construction phase of the Mona Array Area is 1095. <p><u>Construction programme/duration</u></p> <p>The total duration for wind turbine installation is expected to be a maximum of 24 months.</p> <p>Operations and maintenance phase</p> <p>The SLVIA assesses the MDS for Mona Array Area during operations and maintenance comprising the following key upstanding project components and equipment:</p> <ul style="list-style-type: none"> 68 wind turbines (dimensions below) Four OSPs Construction and service vessels/helicopters <p>The above components are also a consideration during the construction and decommissioning phases.</p> <p>The wind turbines and OSPs will be attached to the seabed by monopile foundation structures (the type to be deployed is subject to further investigations). The turbine towers are connected to the monopile via a transition piece which is visible above sea level.</p> <p><u>Wind turbines</u></p>	<p>The tallest turbines (smallest number) is considered to be the MDS for SLVIA.</p>

Potential impact	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
<ul style="list-style-type: none"> Mona Proposed Onshore Development Area (onshore element). <p>These are considered in more detail: The potential sources of seascape, landscape and visual impacts deriving from the various development components and associated activities are summarised here under the heading Mona Offshore Wind Project with more detail provided under two separate headings relating to the offshore generation assets (Mona Array Area) and the onshore transmission assets (Mona Proposed Onshore Development Area).</p>				<p>The wind turbines will be the standard horizontal axis design with three blades connected to the nacelle housing the turbine. An illustration of this design can be seen in volume 1, chapter 3: Project description of the PEIR.</p> <p>The wind turbine dimensions are:</p> <ul style="list-style-type: none"> Maximum blade tip height (above LAT) – 324m Maximum rotor diameter – 280m Maximum hub height (above LAT) – 184m. <p><u>Aids to navigation, colour, marking and lighting</u></p> <p>Appropriate marking, lighting and aids to navigation will be employed during the operations and maintenance phase (and also during construction and decommissioning phases) of the Mona Offshore Wind Project.</p> <p>The nacelles, blades and towers will be painted light grey and the foundation structures, up to +15m from Highest Astronomical Tide (HAT), will be traffic light yellow.</p> <p>Appropriate lighting at night-time will ensure the offshore structures are visible for search and rescue and emergency response procedures. In addition, lighting will conform to the following:</p> <ul style="list-style-type: none"> Red, medium intensity aviation warning lights (of variable brightness between 200-2000 candela (cd)) will be located on either side of the nacelle of significant peripheral wind turbines. These lights will flash simultaneously with a Morse W flash pattern (and will also include an infra-red component) All aviation warning lights will flash synchronously throughout the Mona Array Area Aviation warning lights will allow for reduction in lighting intensity at and below the horizon when visibility from every wind turbine is more than 5km (to a minimum of 10% of the maximum, i.e. 200cd) SAR lighting of each of the non-periphery turbines will be combi infra-red (IR)/200cd steady red aviation hazard lights All wind turbines will be fitted with a low intensity light for the purpose of helicopter winching (green hoist lamp). All wind turbines will also be fitted with suitable illumination (minimum one 5cd light) for ID signs. <p>Marine navigational lights will be fitted at the platform level on significant peripheral structures (SPS). These lights will be synchronized to display simultaneously an IALA “special mark” characteristic, flashing yellow, with a range of not less than 5nm.</p> <p>Decommissioning phase</p> <p>Where feasible and practical, all Mona Offshore Wind Project structures (above seabed or ground level) will be completely removed at the end of its operational lifetime.</p> <p>The decommissioning sequence will generally be the reverse of the construction sequence and involve similar types and numbers of vessels and equipment.</p> <p>The duration for wind turbine removal is expected to be a maximum of 24 months.</p>	
	✓	✓	✓	<p>Mona Proposed Onshore Development Area</p> <p>Construction phase</p> <p><u>Open cut trenching along the Onshore Cable Corridor:</u></p> <ul style="list-style-type: none"> The area of the permanent Onshore Cable Corridor is up to 540,000m² based on a corridor measuring 30m wide and 18km in length. The temporary working corridor requires an additional 70m wide corridor (making the total width of the Onshore Cable Corridor (temporary and permanent requirements) 100m wide representing an area of up to 1,800,000m². There are up to four cable trenches within the permanent Onshore Cable Corridor, each trench measures up to 2.5m wide at the top, 1.5m at the base and the depth is 1.8m. The maximum number of joint bays along the Onshore Cable Corridor is 96 (based on a minimum distance of 750m between each joint bay on up to four trenches). The area of each joint bay is up to 200m², and each joint bay is 2m deep; the volume of material excavated per joint bay is 400m³ (a total of up to 38,400m³ of material excavated for the joint bays). 	<p>The width of the Onshore Cable Corridor and 400kV Grid Connection Cable Corridor, the use of open cut trenching and the number of construction compounds present the maximum extent of the construction works and durations over which these works will occur.</p>

Potential impact	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
				<ul style="list-style-type: none"> The maximum number of link boxes along the Onshore Cable Corridor is 96 (based on a distance of 750m between each link box on up to four trenches). The area of each link box is up to 6m², and each link box is up to 1m deep; the volume of material excavated per link box is 6m³ (a total of up to 576m³ of material excavated for the link boxes). There is one haul road within the Onshore Cable Corridor along the length of the corridor; it is 6m wide excluding passing places. It will be constructed using imported engineered granular fill with geotextile style layers with a nominal thickness of 400mm and a maximum thickness of up to 1000mm. Duration of construction and installation of the onshore export cables is 33 months. <p><u>Open cut trenching along the 400kV Grid Connection Cable Corridor:</u></p> <ul style="list-style-type: none"> The area of the permanent 400kV Grid Connection Cable Corridor is up to 48,000m² based on a corridor measuring 16m wide and 3km in length. The temporary working corridor requires an additional 44m wide corridor (making the total width of the route to grid connection (temporary and permanent requirements) 60m wide representing an area of up to 180,000m²). There are up to two cable trenches within the permanent 400kV Grid Connection Cable Corridor, each trench measures up to 2.5m wide at the top, 1.5m at the base and the depth is 1.8m. The maximum number of joint bays along the 400kV Grid Connection Cable Corridor is 10 (based on a minimum distance of 500m between each joint bay on up to two trenches). The area of each joint bay is up to 200m², and each joint bay is up to 2m deep; the volume of material excavated per joint bay is 400m³ (a total of up to 4,000m³ of material excavated for the joint bays). The maximum number of link boxes along the 400kV Grid Connection Cable Corridor is 10 (based on a distance of 500m between each link box on up to two trenches). The area of each link box is up to 6m², and each link box is 1m deep; the volume of material excavated per link box is 6m³ (a total of up to 60m³ of material excavated for the link boxes). There is one haul road within the 400kV Grid Connection Cable Corridor along the length of the corridor; it is 6m wide excluding passing places. It will be constructed using imported engineered granular fill with geotextile style layers with a nominal thickness of 400mm and a maximum thickness of up to 1000mm. Duration of construction and installation of the onshore export cables is 33 months. <p><u>Trenchless techniques</u></p> <ul style="list-style-type: none"> The maximum number of HDD locations along the Onshore Cable Corridor is 72 and 12 on the 400kV Grid Connection Cable Corridor. Primary HDD operations will require a compound, these will measure up to 150m x 100m. Secondary HDDs will require a smaller compound (measuring up to 30m x 20m) and will be located within the 100m temporary construction corridor. <p>Locations for trenchless techniques remain under consideration, but are likely to include the following:</p> <ul style="list-style-type: none"> The onshore export cable route from the landfall site beneath the sea defences, A55, A547, the railway, woodland and the mature woodland to the west of Gwrych Castle Other major road crossings Areas of woodland Watercourse crossings, where appropriate. Planting of any sections of replacement hedgerow. <p><u>Construction compounds</u></p> <ul style="list-style-type: none"> Up to two primary construction compounds (each measuring 150m x 150m) and up to 10 secondary construction compounds (each measuring 150m x 100m) will be located along the Onshore Cable Corridor. The compounds will be located within the Mona Proposed Onshore Development Area. Soils will be removed and stored; crushed stone or suitable fill material will be used across the entire area to create hardstanding. Storage areas may also be required at various locations within the Mona Proposed Onshore Development Area. These will operate as areas where some limited additional storage may be required in addition to the temporary land within the 100m temporary corridor. 	

Potential impact	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
				<ul style="list-style-type: none"> Security and fencing will be provided at work sites on a 24-hour basis. Security lighting will be required at the compounds. Task lighting may also be required during working hours in the winter months. <p><u>Restoration</u></p> <ul style="list-style-type: none"> On completion of installation work, the haul road will be removed, and the ground reinstated using stored subsoil and topsoil. All temporary construction compounds and temporary fencing will be removed, field drainage and/or irrigation will be reinstated, and the land will be restored to its original condition. Hedgerows will be replanted using locally sourced native species, where practicable. Suitably qualified and experienced contractors will be used to undertake the reinstatement, which will be based on restoring the hedge to match the remaining hedgerow at each location. Where appropriate, some enhancement (such as planting of additional suitable species) may be undertaken. <p><u>Onshore substation</u></p> <ul style="list-style-type: none"> The maximum footprint of the Onshore Substation will measure 125,000m² and will be located within the Onshore Substation zone: this area will include the substation buildings and the earthworks to create the platform. The Onshore Substation will have an indicative footprint of 105,000m² within the 125,000m² and will comprise one main building with the following maximum dimensions: 80m wide, 140m long and 20m high. Lightning protection height is up to 30m. Access to the substation will be via a new permanent access road measuring up to 8m wide and 1.2km in length. A construction compound will be required to support the construction of the substation extending up to 250,000m². The maximum search area for landscape planting around the Onshore Substation is 470,000m². This area includes the footprint of the Onshore Substation, landscape planting and the attenuation pond. Duration of construction/installation and site reinstatement will be 33 months; plus, up to 10 months for testing and commissioning. <p>Operations and maintenance phase</p> <p>The Mona Proposed Onshore Development Area comprises the following key operational components:</p> <ul style="list-style-type: none"> Onshore export cabling (buried) Mona onshore substation (upstanding) Mona 400kV Grid connection cable(s) (buried) Permanent access road to onshore substation. The expected lifetime of the Mona Offshore Wind Project 35 years. <p>Decommissioning phase</p> <ul style="list-style-type: none"> The Onshore Cable and 400kV Grid Connection Cable would remain in situ but the link boxes would be removed. The Onshore Substation and access road would be removed. 	<p>The extent of the Onshore Substation footprint, the building dimensions and the construction compound represent the maximum extent in which the buildings and lightning protection could be present.</p> <p>The maximum duration over which construction activity would occur.</p>

26.5 Assessment of significant effects

26.5.1 Introduction

26.5.1.1 The impacts of the construction, operations and maintenance, and decommissioning phases of the Mona Offshore Wind Project Generation Assets have been assessed on seascape, landscape, and visual resources. The Mona Offshore Wind Project MDS against which each impact has been assessed arising from the construction, operation and maintenance and decommissioning phases of the Mona Offshore Wind Project are listed in Table 26.14.

26.5.1.2 A detailed description of all the potential effects of the Mona Offshore Wind Project on seascape, landscape and visual resources receptors is set out in Table 26.30 to Table 26.31. In the interests of proportionality and in line with GLVIA3, the text within this assessment section describes the potential effects of which would have the potential to have significant effects, or when combined the significance of effect will be more of note.

26.5.1.3 With respect to the representative viewpoints listed in Table 26.16, Table 26.21, Table 26.22 and Table 26.23 in the interests of proportionality of assessment and to avoid duplication and double recording of effects, these are considered in this section in tandem with the assessment visual receptors they represent, referenced accordingly.

26.5.1.4 Impacts will arise on seascape, landscape and visual resources during construction, operations and maintenance, and/or decommissioning phases as a result of the following Mona Offshore Wind Project components (as set out in more detail in Table 26.14).

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.5.1.5 The seascape, landscape and visual impacts will be caused by both static and moving elements of the above components which will affect the characteristics and perceptions of the seascape/marine character areas in the SLVIA study area.

26.5.1.6 Regarding the approach taken in the SLVIA to the assessment of the different development phases of the Mona Offshore Wind Project, the assumptions/limitations set out above in section 26.4.4 should be noted. In short, seascape, landscape and visual impacts arising will increase in magnitude on a continuum from the start of construction through to completion of works and commencement of operations and maintenance in the short-term, remaining constant during operations and maintenance in the long-term. The decommissioning phase is effectively the construction process in reverse. Consequently, in the interests of proportionality, construction and decommissioning effects are dealt with together for each seascape, landscape and visual receptor, recorded separately from the operational effects.

26.5.1.7 Offshore wind energy development, wherever it occurs, is usually visible in some form. The Mona Offshore Wind Project would have the following general attributes typical of most offshore wind farms: engineered, large scale, simple in form, smooth texture, monochrome/muted colour, and strong vertical form. Wind energy development can give rise to a spectrum of responses from individuals and organisations who perceive its effects ranging from strongly adverse to strongly beneficial. Responses by people

to wind farms can vary from 'beautiful' to 'offensive', with respondents perceiving wind turbines as potentially rhythmic, unusual, safe, interesting, invigorating, majestic and spiritual on the one hand and degrading, jarring, overbearing, industrial, clashing, and ugly on the other.

26.5.1.8 The likely significant effects in this assessment are described in type (i.e. direct, indirect, or cumulative), temporal nature (short, medium and long term, permanent or temporary), and valency (beneficial or positive and adverse or negative). Accordingly, judgements as to valency of the effect are presented and justified in an explicit and transparent manner since they are inevitably subjective.

26.5.1.9 For the purposes of this assessment, effects have been defined based on the scenario of an individual who may perceive the array as a negative addition to the seascape or view. Effects are, therefore, defined as adverse throughout the assessment; but may in fact be seen as beneficial or positive by large numbers of viewers. An individual who perceives offshore wind farms as a positive addition to the seascape or view may consider the same effects to be beneficial or neutral in nature.

Section 2: SLVIA of the Mona Offshore Wind Project Generation Assets

26.6 Seascape baseline environment

26.6.1.1 The SLVIA baseline environment comprises two distinct but connected aspects, described in the following separate technical reports:

- Seascape and landscape character baseline including special qualities of nationally designated landscapes (volume 8, annex 26.2: Seascape and landscape character baseline technical report, of the PEIR)
- Visual baseline (volume 8, annex 26.3: Visual baseline technical report, of the PEIR).

26.6.1.2 Summaries of the baseline seascape, landscape, and visual environments of the SLVIA study area are provided below.

26.7 Seascape character baseline

26.7.1.1 With respect to the offshore components of the Mona Offshore Wind Project MDS, national marine character areas and relevant regional seascape character areas within the SLVIA study area with the potential to be affected by the Mona Array Area have been identified.

26.7.1.2 The seascape characteristics with potential to be affected have been identified and described in volume 8, annex 26.2: Seascape and landscape character baseline technical report, of the PEIR. Extracts of published assessments reproduced in appendix A of volume 8, annex 26.2: Seascape and landscape character baseline technical report, of the PEIR, provide further detail on seascape/marine characteristics for relevant character areas. Appendix A also includes information on the relevant statutory landscape designations including the special qualities that underpin their designated status as nationally important landscapes, some of which relate to seascape.

26.7.1.3 Where no published seascape character assessment coverage is available for the SLVIA study area, as is the case with the Isle of Man, appropriate marine character areas defined and described by RPS, in accordance with relevant best practice guidance, are included in the baseline assessment.

26.7.1.4 Character areas within the SLVIA study with little or no overlap with the ZTV of the Mona Array Area and/or which are likely to experience negligible or no change due to Mona Offshore Wind Project have been scoped out of the assessment.

26.7.1.5 Table 26.15 lists the seascape character areas scoped in to the SLVIA. Designated areas of landscape and seascape are covered in the next section.

Table 26.15: Seascape character areas assessed in the SLVIA.

Character area ref.	Title	Level	Jurisdiction	Source
Wales National Marine Character Areas				
NMCA 01	Dee Estuary	National	Wales – Flintshire	NRW/Land Use Consultants
NMCA 02	Colwyn Bay and Rhyl Flats	National	Wales – Conwy/ Denbighshire	
NMCA 03	Red Wharf and Conwy Bays	National	Wales – Anglesey/ Conwy	
NMCA 04	North Wales Open Waters	National	Wales – Anglesey/ Conwy	
NMCA 05	Northwest Anglesey Open Waters	National	Wales – Anglesey	
NMCA 06	North Anglesey Coastal Waters	National	Wales – Anglesey	
Wales Seascape Sensitivity Zones				
Zone 1	Northeast Wales Inshore	National	Wales – Conwy/ Denbighshire/ Flintshire	NRW – Seascape and visual sensitivity to offshore wind farms in Wales: Strategic assessment and guidance – Stage 3, Report No. 331
Zone 2	Northeast Wales Offshore	National	Wales	
Zone 3	North Wales and North Anglesey Inshore	National	Wales – Anglesey/ Conwy	
Zone 4	North Wales and North Anglesey Offshore	National	Wales	
Zone 5	North Wales and Anglesey Outer Offshore	National	Wales	
England Marine Character Areas				
MCA 32	Walney Coastal Waters and Duddon Estuary	National	England	Marine Management Organisation/Land Use Consultants
MCA 34	Blackpool Coastal Waters and Ribble Estuary	National	England	
MCA 35	Inner Liverpool Bay	National	England	
MCA 36	Dee and Mersey Estuaries and Coastal Waters	National	England	
MCA 37	Irish Sea North (England)	National	England	
MCA 38	Irish Sea South (England)	National	England	
Isle of Man Seascape/Marine Character Areas				
MCA A	Dreswick Point to Maughold Head	National/Local	Isle of Man	RPS
MCA E	Bradda Head to Dreswick Point	National/Local	Isle of Man	

26.7.1.6 Regarding seasonal and medium to long-term temporal seascape character change, these issues are intrinsic to SLVIA and are considered as part of both the baseline and the impact assessment stages. A summary of the issues involved follows.

- Seasonal temporal change: Diurnal and seasonal variations in tidal regimes and sea state, in particular the intertidal zone. Also, diurnal and seasonal variations in weather and natural lighting. Volume 8, annex 26.1: Methodology, sets out Meteorological Office data relevant to the Mona Offshore Wind Energy Project array area. Visibility is given for increasing distances for every month of the year for the last 10 years. The distances given in the assessment of the Mona Generation Assets relate to these tables and the Meteorological Office, definitions:
 - Very Poor – visibility less than 1km metres
 - Poor – visibility between 1km to 4km
 - moderate – visibility between 4km and 10km
 - Good – visibility between 10km to 20km
 - Very Good – visibility between 20km and 40km
 - Excellent – visibility over 40km.
- Medium and long-term temporal change: seascape character inevitably changes over time (i.e. years/decades). Change may result in new seascape characteristics, e.g. natural resource exploitation, or as a result government legislation, policy, or funding.

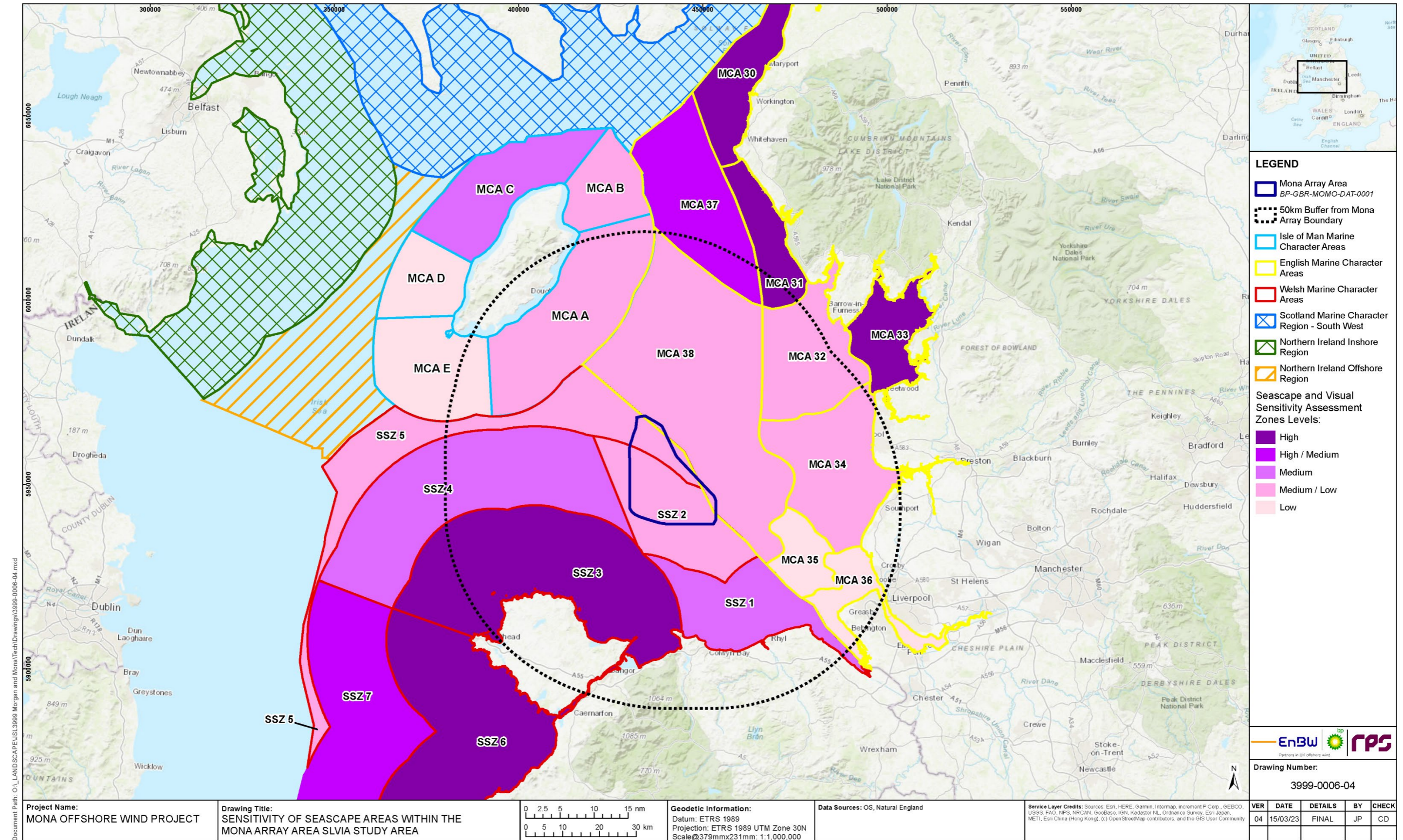


Figure 26.2: Sensitivity of seascape areas within Mona Array Area SLVIA Study Area.

26.8 Seascape visual baseline

26.8.1.1 The visual baseline assessment involved a desktop exercise and consultation process to identify appropriate visual receptors and representative viewpoints within the SLVIA study area and falling within the ZTVs of the Mona Array Area and Mona Onshore Substation Option 2 and 7.

26.8.1.2 The representative viewpoints were selected to represent a broad range of locations and sensitive visual receptors across the SLVIA study area. Fieldwork was undertaken to verify the visual receptors and representative viewpoint locations and photography captured. Following further consultations, the number of representative viewpoints was increased; a few original suggestions were dropped by agreement with the relevant consultee(s). For instance, it was agreed with NRW/Eryri National Park Authority that the view from Yr Wyddfa summit (representative viewpoint 5) need not be photographed or assessed, due to the distance from the Mona Array Area.

26.8.1.3 Visual receptor categories are considered in the SLVIA, include:

- People using National trails and promoted paths (e.g. Offa’s Dyke Path National Trail, Wales Coast Path and Millennium Way, Isle of Man)
- People using Access Land/open country (CRoW Act, 2000)
- People using public rights of way (PRoW) close to, or crossing, the Proposed Onshore Development Area
- Cyclists using National Cycle Routes (NCRs) or National Cycleways
- People accessing main coastal settlement seafronts and shorelines (e.g. Llandudno and Douglas promenades, and Blackpool promenade/piers)
- People travelling along main coastal roads (e.g. A55 and A547)
- People using coastal railways (e.g. Liverpool/Manchester to Holyhead).

26.8.1.4 Regarding the representative viewpoints, Table 26.16 presents the list of agreed offshore views. The representative viewpoint locations and photography are provided in volume 8, annex 26.3: Visual baseline technical report of the PEIR. The wirelines are included within this PEIR chapter.

Table 26.16: Representative viewpoints used in the offshore SLVIA.

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
1 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.1 and B1.1a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.1)	Mynydd y Garn trig point	Walkers using AONB, National Trust, Open Country Land	Access land (or public access equivalent)	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
2 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.2 and B1.2a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)	Llanlleiana Head	Walkers using Wales Coast Path, National Trust, Open Country Land	Long distance path	None
3 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.3 and B1.3a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.3)	Mynydd Eilian	Walkers using PRoW, AONB land	Access land (or public access equivalent)	None
4 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.4 and B1.4a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.4)	Bwrdd Arthur trig point	Walkers using Access Land, AONB	Access land (or public access equivalent)	None
6 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.5 and B1.5a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)	Carnedd Llewelyn	Walkers using Access Land, National Park	Access land (or public access equivalent)	None
7 Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.6 and B1.6a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.7)	Great Orme, Llandudno	Visitors using Access Land and Y Gogarth/Great Orme Country Park	Access land (or public access equivalent)	None
8 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.7 and B1.7a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.8)	Mynydd y Gaer	Walkers using Access Land	Access land (or public access equivalent)	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
9 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.8 and B1.8a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)	Rhyl	Visitors to public beach	Settlement seafront	None
10 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.9 and B1.9a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.10)	Graig Fawr	Walkers using Access Land	Access land (or public access equivalent)	None
11 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.10 and B1.10a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.11)	Moel y Parc	Walkers using Access Land, AONB	Access land (or public access equivalent)	None
12 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.11 and B1.11a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.12)	Wallasey embankment, Leasowe Common	Walkers using Access Land	Access land (or public access equivalent)	None
13 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.12 and B1.12a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13)	Formby	Walkers using Sefton Coastal Footpath	Long distance path	None
15 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.13 and B1.13a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.15)	Blackpool North Pier	Visitors to public pier	Settlement seafront	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
18 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.14 and B1.14a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.18)	Herring Tower Trig Point, Langness Peninsula, Isle of Man	Walkers on PRoW at local landmark and Trig	Access land (or public access equivalent)	None
19 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.15 and B1.15a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.19)	Panoramic Viewpoint at Arch Southwest of Douglas Head, Isle of Man	Visitors to the binocular viewpoint, walkers and vehicle users	Access land (or public access equivalent)	None
21 No photography undertaken (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.21)	Liverpool to Dublin Ferry	Passengers on ferry	Key ferry route (public transport)	No photography. Dynamic receptor – no photomontages will be undertaken
22 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.16 and B1.16a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.22)	Liverpool to Douglas Ferry	Passengers on ferry	Key ferry route (public transport)	Dynamic receptor – no photomontages will be undertaken
23 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.17 and B1.17a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.23)	Heysham to Douglas Ferry	Passengers on ferry	Key ferry route (public transport)	Dynamic receptor – no photomontages will be undertaken
24 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.18 and B1.18a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.24)	Bull Bay, Amlwch	Walkers using Wales Coast Path, AONB	Long distance path	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
25 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.19 and B1.19a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)	Moelfre headland	Walkers using Wales Coast Path, AONB	Long distance path	None
26 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.20 and B1.20a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.26)	Yr Arwydd trig point, near Mynydd Bodafon	Walkers using Access Land, AONB	Access land (or public access equivalent)	None
27 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.21 and B1.21a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.27)	Benllech	Walkers using seafront within settlement	Settlement seafront	None
28 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.22 and B1.22a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.28)	28 Penmon Point	Walkers using Wales Coast Path, beach, AONB	Long distance path	None
29 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.23 and B1.23a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.29)	Base of Moel Wnion	Walkers using North Wales Path, Eryri National Park	Long distance path	None
30 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.24 and B1.24a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)	Garreg Fawr	Walkers using North Wales Path, Access Land	Long distance path	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
31 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.25 and B1.25a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.31)	Tal y Fan, summit	Walkers using Access Land	Access land (or public access equivalent)	None
32 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.26 and B1.26a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.32)	Foel Lus, summit	Walkers using Access Land	Access land (or public access equivalent)	None
33 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.27 and B1.27a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33)	Conwy Mountain, summit	Walkers using Access Land	Access land (or public access equivalent)	None
34 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.28 and B1.28a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.34)	Little Orme, Llandudno	Walkers using Access Land	Access land (or public access equivalent)	None
35 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.29 and B1.29a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.35)	Bryn Euryn Nature Reserve	35 Bryn Euryn Nature Reserve	Access land (or public access equivalent)	None
36 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.30 and B1.30a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.36)	Bryn y Maen	Walkers using public right of way	Long distance path	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
37 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.31 and B1.31a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.37)	Pen-y-Corddyn-Mawr	Walkers using Access Land	Access land (or public access equivalent)	None
38 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.32 and B1.32a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.38)	Moelfre Isaf	Walkers using public right of way	Long distance path	None
39 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.33 and B1.33a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)	Prestatyn Hillside	Walkers using Offa's Dyke Path	Long distance path	None
40 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.34 and B1.34a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)	Point of Ayr	Walkers using Wales Coast Path	Long distance path	None
41 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.35 and B1.35a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.41)	Southport Pier	Visitors to public pier	Settlement seafront	None
43 Annex 26.3 Visual baseline technical report, Appendix B1, Day: Figures B1.36 and B1.36a. Night: Figures B1.37 and B1.37a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)	Car Park/Beach Front at Old Laxey, Isle of Man	Walkers using pavement at entrance to the beach	Access land (or public access equivalent)	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
47 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.38 and B1.38a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47)	Llanfairfechan	Walkers using Promenade	Settlement seafront	None
48 Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.39 and B1.39a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.48)	Llandudno	Walkers using Promenade/North Wales Path	Settlement seafront	None
49 Annex 26.3 Visual baseline technical report, Appendix B1, Day: Figures B1.40 and B1.40a Night: Figures B1.41 and B1.41a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49)	Douglas Bay, Isle of Man	Visitors using Promenade	Settlement seafront	None

26.8.1.5 Regarding seasonal and medium to long-term temporal visual change and the SLVIA, the issues are broadly the same as those presented above for seascape character. Of additional importance is the following.

- Seasonal temporal change:** Diurnal and seasonal variations in weather, light intensity, natural lighting and visibility influence views and visual amenity. Visibility is recorded by the Meteorological Office – historic ‘viewing distance’ data for the SLVIA study area are reproduced in volume 8, annex 26.1: Methodology of the PEIR. The distances given in the assessment of the Mona Generation Assets relate to these data and the Meteorological Office, definitions:

 - Very Poor – visibility less than 1km metres
 - Poor – visibility between 1km to 4km
 - moderate – visibility between 4km and 10km
 - Good – visibility between 10km to 20km
 - Very Good – visibility between 20km and 40km
 - Excellent – visibility over 40km.
- Medium and long-term temporal change:** the forces driving longer-term seascape character change (i.e. years/decades) described previously also influence views and visual amenity.

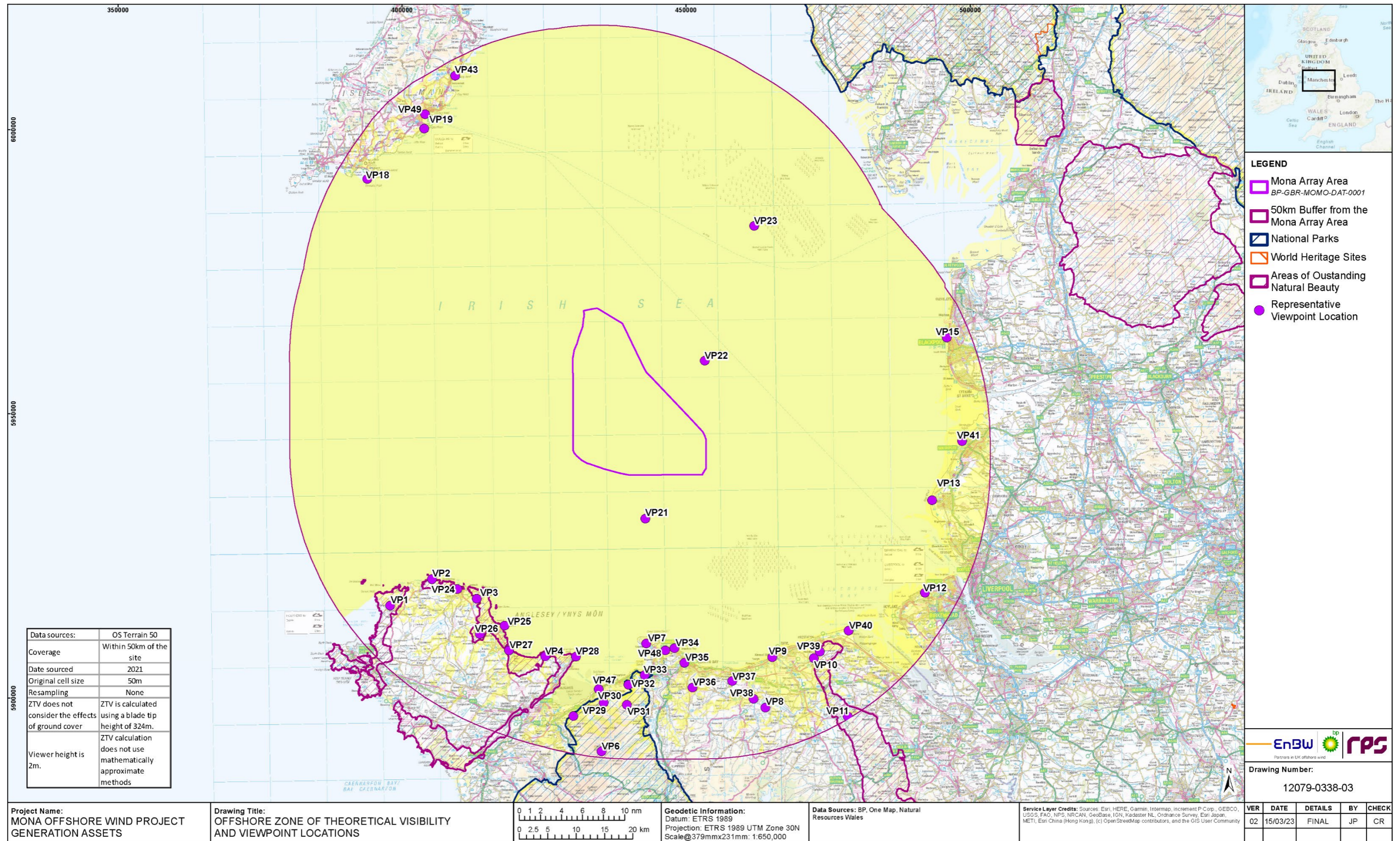


Figure 26.3: Zone of Theoretical Visibility and representative viewpoint locations within the Monmouth Array Area SLVIA study area.

26.9 Designated landscapes within the Mona Array SLVIA study area

26.9.1.1 Designated areas of landscapes identified for the inclusion in the seascape, landscape and visual resources chapter are listed in Table 26.17.

Table 26.17: Designated sites and relevant qualifying interests for the Mona Array Area SLVIA study area.

Designated site	Closest distance to the Mona Array Area (km)	Closest distance to the Mona Onshore Substations (km)	Relevant qualifying interest
Eryri National Park	34.5km	24km	Two special qualities of relevance: <ul style="list-style-type: none"> Diverse landscapes Tranquillity and solitude – Peaceful areas.
Anglesey AONB	28km	37km	Three special qualities of relevance: <ul style="list-style-type: none"> Expansive Views/Seascapes Peace and Tranquillity Islands around Anglesey.
Clwydian Range and Dee Valley AONB	36.5km	6km	Two special qualities of relevance: <ul style="list-style-type: none"> Tranquillity Remoteness and Wildness, Space and Freedom Expansive Views/Seascapes.
The Castles and Town Walls of Edward 1 in North and West Wales: Beaumaris Castle Conwy Castle and Town Walls	Beaumaris Castle 39km Conwy Castle and Town Walls 35km	Beaumaris Castle 40.5km Conwy Castle and Town Walls 23km	Beaumaris Castle – criteria of relevance: <ul style="list-style-type: none"> The castle has a close relationship with the sea Landward views of Baron Hill relate the castle to the rural landscape, but the most magnificent views are in an arc of more than 180 degrees from Puffin Island to the Menai Strait, taking in the Great Orme and Snowdonia. Conwy Castle and Town Walls – criteria of relevance: <ul style="list-style-type: none"> The setting is the Conservation Area and Bodlondeb Park and Woods Views from the westmost tower of the town wall (the watchtower) are particularly extensive and provide 360° vistas

Designated site	Closest distance to the Mona Array Area (km)	Closest distance to the Mona Onshore Substations (km)	Relevant qualifying interest
The Slate Landscapes of North Wales: Dinorwig Slate Quarry Mountain Landscape Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn (three sites)	Dinorwig Slate Quarry Mountain Landscape 51km (outside the SLVIA study area of the Mona Array Area) Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn 42km	Dinorwig Slate Quarry Mountain Landscape 42km Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn 38.5km	Dinorwig Slate Quarry Mountain Landscape – criteria of relevance: <ul style="list-style-type: none"> The setting is picturesque, with Dolbadarn Castle dominating the spur between the lakes. The upland quarry settlements of Deiniolen, Clwt y Bont and Dinorwic are located on a natural shelf overlooking the Arfon coastal plain Relevant significant views: A public viewpoint within the quarry offers views over the entire Component Part as well as of Yr Wyddfa and the Arfon coastal plain to the Menai Straits and to Anglesey. Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn – criteria of relevance <ul style="list-style-type: none"> The setting is the Ogwen and Cegin valleys, the quarrymen’s town and the parkland and castle of the quarry owner. The Carneddau mountains to the Arfon plain and Menai Straits Relevant significant views: Views from the quarry to Menai Straits and Liverpool Bay. Sequential views from the A5, the A55 and the Chester to Holyhead railway.

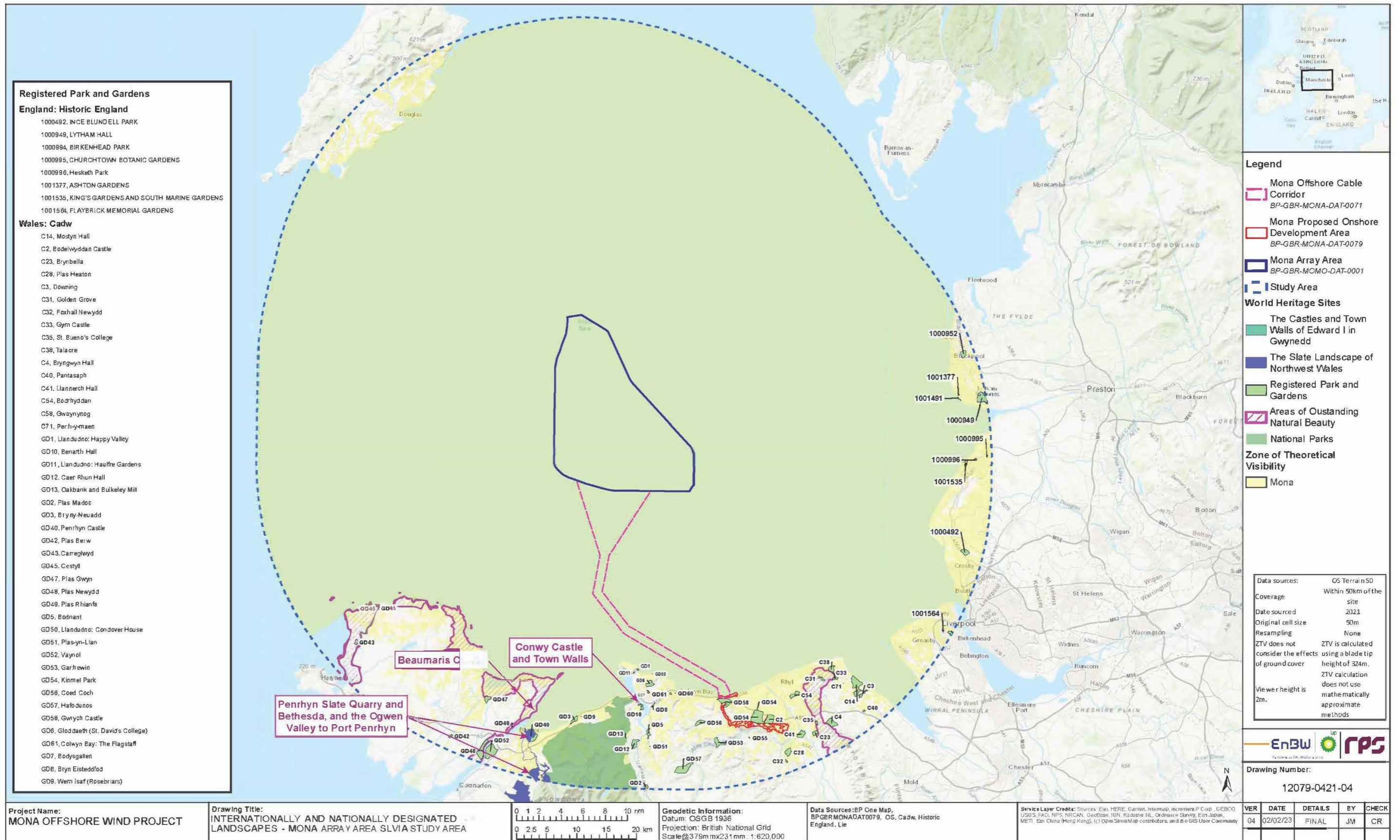


Figure 26.4: Internationally and nationally designated landscapes within Mona Array Area SLVIA study area.

26.10 Assessment of effects of the Mona Offshore Wind Project Generation Assets on seascape, landscape and visual resources and receptors

26.10.1 Effects on seascape and landscape character

Assessment of effects on seascape/marine character areas

26.10.1.1 Impacts will arise on seascape/marine character areas in the vicinity of the Mona Array Area during the construction, operations and maintenance, and decommissioning phases resulting from the following Mona Offshore Wind Project components:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.1.2 The impact will be caused by both static and moving elements of the above components which will affect the characteristics and perceptions of the seascape/marine character areas in the SLVIA study area. The four seascape/marine character areas which will experience the most change, due to being directly affected or adjacent to the proposed development, are the following:

- Marine Character Area (MCA) 38 Irish Sea South (direct effects)
- Seascape Sensitivity Zone (SSZ) 2 North East Wales Offshore (direct effects)
- SSZ 4 North Wales and North Anglesey Offshore (indirect/perceptual effects)
- SSZ 5 North Wales and Anglesey Outer Offshore (direct effects)

26.10.1.3 Potential effects upon the four marine/seascape character and sensitivity units are detailed in the following paragraphs due to their greater potential for experiencing significant effects. Outline details of the baseline conditions relating to these seascape/marine character units and the factors influencing impacts of the Mona Offshore Wind Project on the character of the host seascape are provided below. More detailed baseline descriptions of all above marine/seascape character and sensitivity units are provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR.

26.10.1.4 There is no potential for significant effects to arise on other remaining seascape/marine character areas in the SLVIA study area. These seascape/marine character areas are listed in Table 26.15 and shown on Figure 26.2.

MCA 38 Irish Sea South

26.10.1.5 Baseline conditions – an offshore MCA comprising open water partly characterised by existing offshore windfarms, oil and gas infrastructure and commercial shipping/ferries.

26.10.1.6 Impact considerations – the northeast edge of the Mona Array Area occupies the southeast edge of MCA 38. Analysis of the blade-tip ZTV indicates visibility of Mona Offshore Wind Project generation assets across the whole MCA.

SSZ 2 North East Wales Offshore

26.10.1.7 Baseline conditions – SSZ 2 occupies the offshore, open water immediately north of Gwynt y Môr offshore wind farm which, together with oil and gas infrastructure and commercial shipping/ferries, has a characterising influence. MCA 38 abuts SSZ 2 to the east.

26.10.1.8 Impact considerations – Mona Array Area is located within the northern half of SSZ 2 (assessed in NRW/White 2019 medium/low sensitivity). Analysis of the blade-tip ZTV indicates visibility of Mona Offshore Wind Project generation assets across the whole SSZ.

SSZ 4 North Wales and North Anglesey Offshore

26.10.1.9 Baseline conditions – SSZ 4 is an offshore tract of open water between Anglesey to the south, the Isle of Man to the north, and Irish offshore waters to the Northwest. It is situated mainly north of the east-west commercial shipping/ferry routes en route to/from Merseyside and Holyhead; Wylfa nuclear power station and (to a lesser extent) onshore windfarms are notable coastal landscape features in southward views from this area of sea.

26.10.1.10 Impact considerations – the east edge of SSZ 4 (assessed in NRW/White 2019 as medium sensitivity) lies within 5km of the Mona Array Area whereas its western limit is over 50km distant. Analysis of the blade-tip ZTV indicates visibility of Mona Offshore Wind Project generation assets across the whole SSZ.

SSZ 5 North Wales and Anglesey Outer Offshore

26.10.1.11 Baseline conditions – SSZ 5 occupies the offshore, open water immediately north of SSZ 4. MCA 38 abuts it to the east with Isle of Man and North Irish territorial waters to the north and Northwest respectively.

26.10.1.12 Impact considerations – the north part of the Mona Array Area is located within the east extremity of SSZ 5 (assessed in NRW/White 2019 medium/low sensitivity). Analysis of the blade-tip ZTV indicates visibility of Mona Offshore Wind Project generation assets across the whole SSZ.

Construction and decommissioning phases

Magnitude of impact

26.10.1.13 An impact will arise on the character of the offshore waters hosting the Mona Array Area due to the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements described in Table 26.14.

26.10.1.14 The Mona Array Area straddles three seascape/marine character areas; SSZ 2 North East Wales Offshore, SSZ 5 North Wales Anglesey Outer Offshore, and the southwest edge of MCA 38 Irish Sea South (Figure 26.2). The construction and decommissioning phases will directly affect the characteristics and perceptions of these seascapes that are occupied by the Mona Array Area.

26.10.1.15 The impact on seascape character is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect these

receptors directly. The magnitude of impact within the Mona Array Area itself is therefore considered to be **high** at most during the construction and decommissioning phases upon these three directly impacted seascape/marine character areas. The magnitude of seascape character impact will be lower farther away from Mona Array Area. The magnitude of impact for SSZ 2 overall is judged to be **medium**. For SSZ 5 and MCA 38, a smaller part of these seascape/marine character area are directly impacted, as such, the magnitude will be **low** when considered as a whole.

26.10.1.16 The indirect impact arising on the adjacent SSZ 4 North Wales and North Anglesey Offshore will also be local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. The magnitude of seascape impact is predicted to be **low to negligible**.

Sensitivity of the receptor

26.10.1.17 Seascape areas MCA 38, SSZ 2 and SSZ 5 are deemed to be of medium seascape value and low susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **medium to low**. SSZ 4 is assessed as medium seascape value and medium susceptibility to the proposed development making its sensitivity **medium**.

Significance of the effect

26.10.1.18 Overall, the magnitude of potential direct seascape impact during construction and decommissioning on the parts of MCA 38, SSZ 2 and SSZ 5 occupied by the Mona Array Area is deemed to be high and the sensitivity of the receptor is medium/low. The effects will be **moderate to major adverse**, which are significant.

26.10.1.19 The magnitude of potential direct seascape impact during construction and decommissioning for areas farther away from the Mona Array Area is deemed to be medium overall for SSZ 2 and low overall for MCA 38 and SSZ 5, and the sensitivity of these receptors is medium/low. The significance of effects on these seascape character areas is therefore judged to be **minor to moderate adverse** overall for SSZ 2, and **minor adverse** for MCA 38 and SSZ 5 when considered as a whole, which are not significant.

26.10.1.20 The magnitude of the indirect seascape impact on the adjacent SSZ 4 during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is medium. The effect will be **minor adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.1.21 A direct impact will arise on the seascape character of MCA 38, SSZ 2 and SSZ 5 due to the operations and maintenance of the Mona Offshore Wind Project, as these seascape/marine character areas encompass the area of sea hosting the Mona Array Area. An indirect seascape impact will arise on the adjacent SSZ 4. The impact will be caused by the presence of both moving and static project components (as described in Table 26.14, namely: the turbines and service vessels/helicopters, and the stationary OSPs) which will affect the characteristics and perceptions of the area of open sea occupied by the Mona Array Area and areas directly adjacent to it.

26.10.1.22 The seascape character impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect MCA 38, SSZ 2 and SSZ 5 directly. The magnitude within the Mona Array Area itself and immediately adjacent to the Mona Array Area boundary is therefore considered to be **high** at most during the operations and maintenance phase upon these three directly impacted seascape/marine character areas, reducing with distance. The magnitude of potential seascape character impact is judged to be **medium** for SSZ 2 overall, and **low** for MCA 38 and SSZ 5 when considered as a whole. This is because a smaller part of these seascape/marine character areas would be directly impacted than SSZ 2.

26.10.1.23 Regarding the adjacent seascape, SSZ 4 will be affected indirectly. The magnitude of indirect seascape impact is predicted to be **medium** adjacent to the Mona Array Area reducing to **negligible** with distance. The magnitude of potential impact for SSZ 4 when considered as a whole area is **low** for the operations and maintenance phase.

Sensitivity of the receptor

26.10.1.24 The sensitivity of MCA 38, SSZ 2, SSZ 4 and SSZ 5 is as set out for the construction and decommissioning phases above.

Significance of the effect

26.10.1.25 Overall, the magnitude of the potential seascape impact within the Mona Array Area itself (including parts of MCA 38, SSZ 2 and SSZ 5) during operations and maintenance is deemed to be high and the sensitivity of these receptors is medium/low. The effects are **moderate to major adverse** within the Mona Array Area, which are significant.

26.10.1.26 The magnitude of potential direct seascape impact during operations and maintenance will reduce with distance from the Mona Array Area and is deemed to be medium overall for SSZ 2 and low overall for MCA 38 and SSZ 5, and the sensitivity of the receptor is medium to low. The significance of effect on seascape character and is judged to be **minor to moderate adverse** overall for SSZ 2, and **minor adverse** for MCA 38 and SSZ 5 when considered as a whole, which is not significant.

26.10.1.27 With respect to the adjacent SSZ 4, the magnitude of the potential seascape indirect impact due to the Mona Array Area is deemed to be low overall and the sensitivity of the receptor is medium. The effect will be **minor adverse** at most, which is not significant.

Assessment of effects on national landscape character areas

26.10.1.28 Impacts will potentially arise on certain landscape character areas falling within the ZTV and the SLVIA study area during the construction, operations and maintenance, and decommissioning phases resulting from the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.1.29 The impact will be caused by both static and moving elements of the components which will potentially affect the characteristics and perceptions of the Welsh national landscape character areas identified below, within approximately 30km from the Mona Array Area, bordering the north coasts of Wales and the Isle of Anglesey.

- NLCA 1 Afordir Môn/Anglesey Coast
- NLCA 8 Arfordir Gogledd Cymru/North Wales Coast

26.10.1.30 As with the previous assessment of seascape, these two national landscape character areas have the greatest potential to be affected by the Mona Offshore Wind Project and are therefore assessed in the next few paragraphs. Outline details of the baseline conditions relating to them and the factors influencing potential impacts on their character are also provided. More detailed baseline descriptions of all landscape character areas are provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR.

26.10.1.31 Due to the separation distances involved, the remaining landscape character areas in the wider SLVIA study area (in Wales, England and the Isle of Man), as listed in Table 26.14 and shown on Figure 26.2, have no potential to experience significant effects.

26.10.1.32 Landscape lying within nationally designated landscapes (i.e. National Parks and AONBs) is dealt with in sections 26.10.1.69 and 26.10.1.87. Potential effects on special qualities of national landscape designations.

NLCA 1 Afordir Môn/Anglesey Coast

26.10.1.33 Baseline conditions – varied coastline of generally low cliffs and low sandy coves/bays; broadly north-facing affording views across the Irish Sea towards the Isle of Man (visible in favourable conditions from the Northwest section); more rugged with less settlement in the west; becoming tamer with more settlement and sandy estuaries and dunes towards the east. The NLCA incorporates the stretch of coastline described above in relation to SCAs 3, 5, 6, 7, 8 and 9, most of which lies within the North Anglesey AONB.

26.10.1.34 Impact considerations – Mona Array Area lies approximately 30km distance to the northeast of NLCA 1 its closest point (Point Lynas). The associated SCAs are assessed in NRW/White 2019 as high sensitivity. RPS assesses the NLCA's value as high and its susceptibility to the proposed development as high/medium, giving an overall landscape sensitivity of high/medium. This assessment takes account of the varied character and quality of the NLCA which is punctuated by settlement and occasional conspicuous infrastructure (e.g. Wylfa Nuclear Power Station and onshore wind farms). Analysis of the blade-tip ZTV indicates visibility of the Mona Array Area across approximately 45% of the NLCA (within the SLVIA study area).

NLCA 8 Arfordir Gogledd Cymru/North Wales Coast

26.10.1.35 Baseline conditions – apart from Great Orme and Little Orme headlands enclosing Llandudno in the west, a generally low-lying coast framed by higher ground, some prominent outcrops; engineered shoreline with extensive sandy beaches, backed by a mix of sprawling coastal/holiday settlement (Colwyn Bay, Llandulas, Abergele, Rhyl and Prestatyn) and pastoral farmland with some historic castles and estates/parklands (e.g. Gwyrch, Rhuddlan and Bodelwyddan Castles).

26.10.1.36 Impact considerations – the North Wales shoreline lies approximately 35km to the south of the Mona Array Area. The NLCA is framed by Eryri to the southwest and the Clwydian Range hills in the east. Analysis of the blade-tip ZTV indicates visibility of the Mona Offshore Wind Project generation assets across the majority of the NLCA (approximately 75% of the NLCA within the SLVIA study area). In practice, the visual influence of the offshore wind turbines across it will be limited, mainly restricted to the open shoreline and beaches, and exposed north-facing slopes of the hinterland. Furthermore, the Mona Offshore Wind Project generation assets will be seen beyond and behind existing offshore wind farms including Rhyl Flats and Gwynt y Môr.

Construction and decommissioning phases

Magnitude of impact

26.10.1.37 An indirect impact will potentially arise on the character of Wales NLCA 1 Afordir Môn/Anglesey Coast and NLCA 8 Arfordir Gogledd Cymru/North Wales Coast due to the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements described in Table 26.14. This will affect the characteristics and perceptions of the landscape of the north coasts of Wales and Anglesey facing the Mona Array Area situated mainly over 30km away.

26.10.1.38 The character impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect these receptors indirectly. The magnitude of landscape character impact upon these NCLAs is therefore considered to be **negligible** at most during the construction and decommissioning phases.

26.10.1.39 The character of other areas of land in the SLVIA study area including the remainder of Anglesey and Wales, and England and the Isle of Man, will be affected to a negligible degree during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.1.40 NLCA 1 Afordir Môn/Anglesey Coast is deemed to be of high/medium landscape value (taking account of the AONB and national park designations where applicable) and medium susceptibility to the Mona Offshore Wind Project. The sensitivity of the receptor is therefore, considered to be **high to medium**.

26.10.1.41 NLCA 8 Arfordir Gogledd Cymru/North Wales Coast is assessed as medium landscape value and low susceptibility to the Mona Offshore Wind Project, taking in account its varied and settled character. The sensitivity of the receptor is therefore, considered to be **medium to low**.

Significance of the effect

26.10.1.42 Overall, the magnitude of the landscape character impact on NLCA 1 Afordir Môn/Anglesey Coast during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high to medium. The effects will be **negligible to minor adverse** at most, which are not significant.

26.10.1.43 Regarding NLCA 8 Arfordir Gogledd Cymru/North Wales Coast, the magnitude of the landscape character impact overall during construction and decommissioning is also

deemed to be negligible and the sensitivity of the receptor is medium to low. The effect will be **negligible adverse** at most, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.1.44 The landscape character areas within the SLVIA study area but outside of NLCA 1 and NLCA 8 are assessed.
- 26.10.1.45 An indirect impact will potentially arise on the character of NLCA 1 Afordir Môn/Anglesey Coast and NLCA 8 Arfordir Gogledd Cymru/North Wales Coast due to the operations and maintenance of the Mona Offshore Wind Project. The impact will be caused by the presence of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: the turbines and service vessels/helicopters, and the stationary OSPs) which will affect the characteristics and perceptions of the coastal landscapes.
- 26.10.1.46 The character impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect NLCA 1 Afordir Môn/Anglesey Coast and, to a lesser extent, NLCA 8 Arfordir Gogledd Cymru/North Wales Coast indirectly. The magnitude of impact is therefore considered to be **low to negligible** for NLCA 1 during the operations and maintenance phase reducing to lower magnitudes with distance from the Mona Array Area. The magnitude of impact for NLCA 8 will be **negligible** during the operations and maintenance phase and will also reduce with distance.

Sensitivity of the receptor

- 26.10.1.47 The sensitivity of NLCA 1 Afordir Môn/Anglesey Coast and NLCA 8 Arfordir Gogledd Cymru/North Wales Coast is as set out above for the construction and decommissioning phases, namely **high to medium** and **medium to low** respectively.

Significance of the effect

- 26.10.1.48 Overall, the magnitude of landscape character impact in relation to NLCA 1 Afordir Môn/Anglesey Coast during operations and maintenance is deemed to be low to negligible at most and the sensitivity of the receptor is high/medium. The effect will be **minor adverse** at most, which is not significant.
- 26.10.1.49 Regarding NLCA 8 Arfordir Gogledd Cymru/North Wales Coast, the magnitude of landscape character impact overall during operations and maintenance is deemed to be negligible and the sensitivity of the receptor is medium/low. The effect will be **negligible adverse** at most, which is not significant.

Assessment of effects on the special qualities of national landscape designations – Ynys Mon/Isle of Anglesey AONB

- 26.10.1.50 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the special qualities of nationally designated landscapes in the Mona Array Area SLVIA study area. These impacts would be a result of the following Mona Offshore Wind Project components:
- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.1.51 The impacts will be caused by both static and moving elements of the components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment. Outline details of the baseline conditions relating to the AONB and the factors influencing potential impacts on the landscape designation and its special qualities are provided below. Further baseline description is provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

- 26.10.1.52 The qualifying special qualities of the AONB to relevant to the SLVIA are:
- Expansive views/seascapes
 - Peace and tranquillity
 - Islands around Anglesey.
- 26.10.1.53 The remaining special qualities are not considered relevant to the SLVIA of Mona Offshore Wind Project (and/or are covered elsewhere in the SLVIA) and therefore are scoped out of the assessment as follows:
- Geological and geomorphological features
 - Broadleaved woodlands
 - Lowland coastal heath
 - Species rich roadside verges
 - Ecologically important coastal and wetland habitats
 - Built environment including Conservation Areas and Listed Buildings
 - Archaeology and Ancient Monuments/Historic Landscapes, Parks and Gardens
 - Rural agricultural/coastal communities
 - Welsh language
 - Soil, air and water quality
 - Public rights of way network
 - Accessible land and water.

Impact considerations

- 26.10.1.54 The Isle of Anglesey AONB is situated approximately 30-40km to the southwest of the Mona Array Area. It is important to note that there would be no perceived landscape or visual change compared to the existing situation in areas of the AONB falling outside the ZTV of the Mona Offshore Wind Project generation assets.
- 26.10.1.55 Analysis of the ZTV and the relevant viewpoint visualisations, supported by fieldwork, indicates theoretical visibility of the Mona Array Area across approximately 55% of the

designated area within the SLVIA study area. The offshore wind turbines would be visible on the northeast horizon, set within a distant seascape animated/characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). Representative viewpoint 3 Mynydd Eilian and representative viewpoint 24 Bull Bay, Amlwch are representative of such views from within the coastal AONB looking northeast towards the Mona Array Area.

- 26.10.1.56 With respect to the Expansive Views/Seascapes special quality, the predicted effects on views from within the AONB and the adjacent seascape character have been assessed in relation to, for example, representative viewpoint 3 and SCA 7 Dulas Bay, and representative viewpoint 24 and SCA 8 Amlwch and Cemaes as minor adverse at most and not significant.
- 26.10.1.57 Regarding Peace and Tranquillity, at 30km to 40km distance, and considering the animated/dynamic character of the seascape context in which the Mona Array Area is placed, it is judged that the peace and tranquillity of the AONB would be affected to a negligible degree.
- 26.10.1.58 Regarding the Islands around Anglesey special quality (30 within the AONB), there would be no physical impacts arising on these features and perceptions of them from the mainland (and vice versa) would be mainly unaffected. The exceptions would be Ynys Amlwch (East Mouse) as experienced in the vicinity of Amlwch/Bull Bay (representative viewpoint 24), Ynys Dulas at Dulas Bay (representative viewpoint 3), and Puffin Island viewed from the vicinity of Penmon Point (representative viewpoint 28). In these cases, there would be a visual interrelationship with the islands and proposed development seen on the horizon in favourable conditions. This visual juxtaposition is assessed as causing a low to negligible magnitude impact, as recorded in relation to representative viewpoint 3, representative viewpoint 4, representative viewpoint 24 and representative viewpoint 28.
- 26.10.1.59 In summary, the influence of the Mona Array Area on the special qualities in favourable visibility at such distances would be very limited.
- 26.10.1.60 The representative viewpoints relevant to this receptor are the following:
- Representative viewpoint 1 – Mynydd y Garn trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.1)
 - Representative viewpoint 2 – PRow/tower at Llanlleiana Head (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)
 - Representative viewpoint 3 – PRow at summit of Mynydd Eilian (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.3)
 - Representative viewpoint 4 – Bwrdd Arthur trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.4)
 - Representative viewpoint 24 – Wales Coast Path, Bull Bay (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.24)
 - Representative viewpoint 25 – Sculpture at Moelfre headland (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)
 - Representative viewpoint 26 – Yr Arwydd trig point, near Mynydd Bodafon (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.26)

- Representative viewpoint 27 – Benllech (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.27)
- Representative viewpoint 28 – Penmon Point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.28)

Construction and decommissioning phases

Magnitude of impact

- 26.10.1.61 The influence of the Mona Array Area due to the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements on the above special qualities at distances in excess of approximately 30km would be very limited. The impact on seascape and landscape character and views relating to the AONB are assessed in more detail in Potential effects of the Mona Offshore Wind Project Generation Assets on special qualities of national landscape designations, below.
- 26.10.1.62 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude of impact on the AONB's qualifying special qualities (expansive views/seascapes, peace and tranquillity, and islands around Anglesey) is therefore considered to be **negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.1.63 The Isle of Anglesey AONB special qualities are deemed to be of high landscape value and high susceptibility to the Mona Offshore Wind Project. The sensitivity of the receptors is therefore, considered to be **high**.

Significance of the effect

- 26.10.1.64 Overall, the magnitude of the impact on the qualifying special qualities of the Isle of Anglesey AONB during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant. Representative viewpoints 1 to 4 and 24 to 28 illustrate the predicted visual change involved upon completion across the closest parts of the AONB to Mona Array Area.

Operations and maintenance phase

Magnitude of impact

- 26.10.1.65 An indirect impact will potentially arise on the qualifying special qualities of the Isle of Anglesey AONB referred to above due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from the presence of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: the turbines and service vessels/helicopters, and the stationary OSPs) which have the potential to affect perceptions of the landscape.

26.10.1.66 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the AONB's special qualities indirectly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.1.67 The sensitivity of the Isle of Anglesey AONB special qualities is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.1.68 Overall, the magnitude of impact in relation to the qualifying special qualities of the Isle of Anglesey AONB during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effects will, be **negligible to minor adverse** at most, which are not significant.

Assessment of effects on special qualities of national landscape designations - Eryri National Park

26.10.1.69 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the special qualities of the part of Eryri National Park in the Mona Array Area SLVIA study area. These impacts would be a result of the following Mona Offshore Wind Project components:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.1.70 The impacts will be caused by both static and moving elements of the components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment. Outline details of the baseline conditions relating to the national park and the factors influencing potential impacts on the landscape designation and its special qualities are provided below. Further baseline description is provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

26.10.1.71 The qualifying special qualities of the National Park relevant to the SLVIA are:

- Diverse landscapes
- Tranquillity and solitude – peaceful areas.

26.10.1.72 The remaining special qualities are not considered relevant to the SLVIA of Mona Offshore Wind Project (and/or are covered elsewhere in the SLVIA) and therefore are scoped out of the assessment:

- Community cohesion
- Vibrancy of the Welsh language

- Extensive recreation opportunities
- Historic landscapes
- Renowned geology
- Internationally important species and habitats.

Impact considerations

26.10.1.73 Eryri National Park is located approximately 35km to the south of the Mona Array Area at its closest point. It is important to note that, in areas falling outside the ZTV of the proposed development, there would be no perceived landscape or visual change compared to the existing situation.

26.10.1.74 The assessment of the likely impact of Mona Offshore Wind Project on the landscape character and views/visual amenity of the national park presented in this SLVIA judges that effects would be minor adverse at most and not significant. This is based on *inter alia* analysis of the ZTV and the relevant viewpoint visualisations, supported by fieldwork, which indicates theoretical visibility of the Mona Array Area across approximately 37% of the designated area (within the SLVIA study area) at distances between 35-50km. Representative viewpoints 6, 29, 30, 31, 32 and 33 typify the variety of views looking north towards the Mona Array Area from within the national park, in addition to being representative of its landscape character and the two relevant special qualities.

26.10.1.75 With respect to Diverse landscapes, the predicted effects on this National Park special quality have been assessed previously (e.g. Wales NLCA 6 Yr Wyddfa and Eryri National Park LCA 1 Ucheldir y Gogledd and LCA 2 Y Carneddau) as **negligible to minor adverse** at most and not significant.

26.10.1.76 Regarding Tranquillity and solitude – Peaceful areas special quality, at 35km to 50km distance, and bearing in mind the dynamic character of the seascape context in which Mona Array Area is located (animated/characterised by commercial shipping and existing offshore wind farms), the tranquillity, solitude and peace of the National Park would be affected to a negligible degree.

26.10.1.77 In summary, the influence of the Mona Offshore Wind Project generation assets on the qualifying special qualities at such distances in favourable visibility would be very limited.

26.10.1.78 The representative viewpoints relevant to this receptor are the following:

- Representative viewpoint 6 – Carnedd Llewellyn cairn (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)
- Representative viewpoint 29 – North Wales Path, base of Moel Wnion (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.29)
- Representative viewpoint 30 – North Wales Path, Garreg Fawr (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)
- Representative viewpoint 31 – Tal y fan trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.31)
- Representative viewpoint 32 – Foel Lus summit (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.32)

- Representative viewpoint 33 – Conwy Mountain summit (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33).

Construction and decommissioning phases

Magnitude of impact

- 26.10.1.79 The influence of the Mona Array Area due to the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) on the above special qualities at distances in excess of approximately 35km would be very limited. Furthermore, existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) are located a similar distance away from the National Park in the waters to the southeast of the Mona Array Area and already exert an influence on it. The impact on seascape and landscape character relating to the National Park is assessed in more detail above. The potential impact on views/visual amenity is covered in the visual effects assessment sections.
- 26.10.1.80 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude of impact on the National Park's qualifying special qualities (Diverse landscapes, and tranquillity and solitude – peaceful areas) is therefore considered to be **negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.1.81 Eryri National Park's special qualities are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.1.82 Overall, the magnitude of the impact on the special qualities of Eryri National Park during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant. representative viewpoints 6 and 29 to 33 illustrate the predicted visual change involved upon completion across the closest parts of the Mona Array Area to the Eryri National Park.

Operations and maintenance phase

Magnitude of impact

- 26.10.1.83 An indirect impact will potentially arise on the qualifying special qualities of Eryri National Park referred to above due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from the presence of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which have the potential to affect perceptions of the landscape.
- 26.10.1.84 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the national

parks' special qualities indirectly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.1.85 The sensitivity of Eryri National Park special qualities is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.1.86 Overall, the magnitude of impact in relation to the qualifying special qualities of Eryri National Park during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which are not significant.

Assessment of effects on special qualities of national landscape designations – Clwydian Range and Dee Valley AONB

- 26.10.1.87 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the special qualities of the part of Clwydian Range and Dee Valley AONB in the Mona Array Area SLVIA study area. These impacts would be a result of the following Mona Offshore Wind Project components (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.1.88 The impacts will be caused by both static and moving elements of the components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment.

- 26.10.1.89 Outline details of the baseline conditions relating to the AONB and the factors influencing potential impacts on the landscape designation and its special qualities are provided below. Further baseline description is provided in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

- 26.10.1.90 The qualifying special qualities of the AONB to relevant to the SLVIA are:
- Tranquillity
 - Remoteness and wildness, space and freedom, Expansive views/seascapes.

Impact considerations

- 26.10.1.91 The Clwydian Range and Dee Valley AONB is situated approximately 35km to the southeast of the Mona Array Area at its closest point abutting Prestatyn. It is important to note that, in areas falling outside the ZTV of the proposed development, there would be no perceived landscape or visual change compared to the existing situation.

- 26.10.1.92 Fieldwork and analysis of the relevant viewpoint visualisations and the ZTV indicates theoretical visibility of the Mona Array Area across approximately 35% of the designated area within the SLVIA study area. The offshore wind turbines would be visible on the northeast horizon, set within a distant seascape beyond existing offshore wind farms (North Hoyle, Rhyl Flats and Gwynt y Môr) and commercial shipping/ferries en-route to/from Merseyside ports. Representative viewpoint 10 Graig Fawr and representative viewpoint 39 Prestatyn Hillside are representative of views from the north limit of the AONB looking north towards the Mona Array Area at approximately 35km to 40km distance. Representative viewpoint 11 Moel y Parc represents views from within the AONB and the edge of the SLVIA study area, approximately 50km distant.
- 26.10.1.93 Regarding tranquillity, at 35km closest distance, bearing in mind the animated/dynamic character of the seascape context in which Mona Array Area is placed, it is judged that the tranquillity of the AONB would be affected to a negligible degree.
- 26.10.1.94 With respect to the remoteness and wildness, space and freedom expansive views/seascapes special quality, as with tranquillity, taking the animated/dynamic character of the existing seascape into account, the Mona Array Area is assessed as having a negligible effect on remoteness/wildness and space/freedom within the AONB. In addition, the predicted effects on views from within the AONB and the adjacent seascape character have been assessed previously as negligible or minor adverse at most and not significant (e.g. in relation to representative viewpoint 10 Graig Fawr and representative viewpoint 39 Prestatyn Hillside and MCA 01 Dee Estuary, MCA 02 Colwyn Bay and Rhyl Flats, and MCA 04 North Wales Open Waters).
- 26.10.1.95 In summary, the influence of the Mona Array Area on the AONB special qualities in favourable visibility at such distances would be very limited.
- 26.10.1.96 The representative viewpoints relevant to this receptor are the following:
- Representative viewpoint 10 – Panoramic viewpoint at Graig Fawr (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.10)
 - Representative viewpoint 11 – Moel y Parc summit cairn (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.11)
 - Representative viewpoint 39 – Offa's Dyke Path, Prestatyn Hillside (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)

Construction and decommissioning phases

Magnitude of impact

- 26.10.1.97 The influence of the Mona Array Area due to the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) on the special qualities at distances in excess of approximately 35km would be very limited. Furthermore, existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) are located in the waters Northwest of the Clwydian Range and Dee Valley AONB (in between it and the Mona Array Area) and already exert an influence on the designated landscape.
- 26.10.1.98 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and

high reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude of impact on the AONB's qualifying special qualities (tranquillity, and remoteness and wildness, space and freedom expansive views/seascapes) is therefore considered to be **negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.1.99 The Clwydian Range and Dee Valley AONB special qualities are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **high**.

Significance of the effect

- 26.10.1.100 Overall, the magnitude of the impact on the qualifying special qualities of the Clwydian Range and Dee Valley AONB during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant. representative viewpoints 10, 11 and 39 are representative of the predicted visual change involved upon completion across the part of the AONB in the SLVIA study area falling with the ZTV of the Mona Array Area.

Operations and maintenance phase

Magnitude of impact

- 26.10.1.101 An indirect impact will potentially arise on the qualifying special qualities of the Clwydian Range and Dee Valley AONB referred to above due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from the presence of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which have the potential to affect perceptions of the landscape.
- 26.10.1.102 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the AONB's special qualities indirectly. Taking account of the operational Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms referred to above, the magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.1.103 The sensitivity of the Clwydian Range and Dee Valley AONB special qualities is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.1.104 Overall, the magnitude of impact in relation to the qualifying special qualities of the Clwydian Range and Dee Valley AONB during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which are not significant.

Assessment of effects on the qualifying characteristics of Registered Parks and Gardens of Special Historic Interest in Wales

- 26.10.1.105 There are 56 Registered Parks and Gardens (on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest) located within the Mona Array Area SLVIA study area as listed and shown in Figure 26.4.
- 26.10.1.106 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the qualifying characteristics of those Registered Parks and Gardens falling within the ZTV of the Mona Array Area.
- 26.10.1.107 However, the Registered Parks and Gardens within the SLVIA study area lie predominantly outside the ZTV of the Mona Array Area at distances more than approximately 30km (the majority are situated between 40km to 50km away). Fieldwork indicates that those historic landscape designations that do fall partly within the ZTV, such as Grwyth Castle (GD58) (Figure 26.4) are situated in such manner and at such a distance that the visual influence of the offshore wind turbines would be very limited. Consequently, there is no potential for significant effects to arise due to implementation of the Mona Array Area on the qualifying characteristics of any of the Registered Parks and Gardens located within the SLVIA study area. Therefore, no further assessment of the effects of the Mona Array Area on them is provided.

Assessment of effects on the qualifying characteristics of World Heritage Sites

- 26.10.1.108 The following World Heritage Sites are located with the SLVIA study area as shown on Figure 26.4:
- Conwy Castle and Town Walls
 - Beaumaris Castle
 - Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn.
- 26.10.1.109 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the qualifying characteristics of those World Heritage Sites falling within the ZTV of the Mona Array Area.
- 26.10.1.110 However, the World Heritage Sites listed above lie predominantly outside the ZTV of the Mona Array Area (only partially in the case of Penrhyn Slate Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn, and potentially the uppermost part of Beaumaris Castle) at distances in excess of approximately 35km. Fieldwork indicates that the parts of the World Heritage Sites that do fall within the ZTV (as identified above) are situated at such a distance from the Mona Array Area and in such manner that the visual influence of the offshore wind turbines would be very limited. Consequently, there is no potential for significant effects to arise on the qualifying characteristics of World Heritage Sites located within the SLVIA study area due to implementation of the Mona Offshore Wind Project. Therefore, no further assessment of them is provided.

26.10.2 Assessment of visual effects experienced by visual receptor groups

Assessment of effects experienced by people using National Trails/long distance paths - Wales Coast Path

- 26.10.2.1 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of the Wales Coast Path in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following components:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.2.2 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people using certain stretches of the following sections of the long-distance path within approximately 30-35km of the Mona Array Area (up to 40km within Eryri National Park):
- North coast of Anglesey from Carmel Head to Penmon Point
 - The North Wales coast from Bangor to the Dee Estuary via Eryri National Park.
- 26.10.2.3 There is no potential for significant visual effects to arise on users of other National Trail/long-distance paths or similar linear receptors in the SLVIA study area.
- 26.10.2.4 Outline details of the baseline conditions and factors influencing potential impacts on Wales Coast Path are provided below. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

- 26.10.2.5 A long-distance path following the coast of Wales without significant interruption, often affording wide-ranging views across the adjacent seascape (see Mona Proposed Onshore Development Area SLVIA study area Figure 26.22). Within the Mona Array Area SLVIA study area and the ZTV, the path follows the north coast of Anglesey from Carmel Head to Penmon Point, and the North Wales coast from Bangor to the Dee Estuary. In Anglesey, the elevation of the route varies from between approximately 30-50m AOD dropping to around 5m AOD in some settlement seafront and bay/beach sections (e.g. at Benllech). The closest and most exposed sections of the path to Mona Array Area are the following elevated headlands/promontories (refer Plan 1: Baseline Wirelines of the Mona Array Area for viewpoint figures): Llanlleiana Head (representative viewpoint 2), Point Lynas (representative viewpoint 3) is representative Moelfre (representative viewpoint 25), Penmon Point (representative viewpoint 28). Regarding the North Wales coast, with certain important exceptions, the path follows the shoreline at elevations close to sea level as far as the English border. The exceptions are north Eryri (between Llanfairfechan and Conwy via Foel Lus) and Great Orme's Head and Little Orme. The closest (and most exposed) sections of route to Mona Array Area are Great Orme's Head (representative viewpoint 7) and Little Orme (representative viewpoint 34), and Colwyn Bay to Prestatyn via Rhyl (representative viewpoint 9).

Impact considerations

- 26.10.2.6 Analysis of the ZTV and the representative viewpoint visualisations, supported by fieldwork, indicates fairly frequent visibility of the Mona Array Area from the open sections of Wales Coast Path affording sea views between Carmel Head (Anglesey) and the Dee Estuary. The wind turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). Existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) and offshore oil and gas infrastructure become an increasingly strong feature in views from the North Wales section of the path between Great Orme's Head and the Dee Estuary travelling eastwards. The MDS visual impact would be that experienced at the closest sections of the route to Mona Array Area, approximately 30km distant, namely Great Orme's Head and Little Orme. Similar (if not marginally lower) magnitudes of visual change would occur at the closest points on Anglesey, namely Llanlleiana Head (representative viewpoint 2), Point Lynas (representative viewpoint 3, is representative) and Moelfre (representative viewpoint 25) promontories.
- 26.10.2.7 At approximate distances of 30km (and up to 40km) Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). At distances over approximately 40km, Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approx. 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.
- 26.10.2.8 The representative viewpoints relevant to this receptor type are listed below:

North coast of Anglesey

- Representative viewpoint 2 – Llanlleiana Head (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)
- Representative viewpoint 3 – Point Lynas (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.3)
- Representative viewpoint 25 – Moelfre headland (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)
- Representative viewpoint 28 – Penmon Point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.28).

North Wales coast

- Representative viewpoint 7 – Great Orme's Head (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.7)
- Representative viewpoint 9 – Rhyl (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)
- Representative viewpoint 29 – Base of Moel Wnion (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.29)
- Representative viewpoint 34 – Little Orme (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.34).

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.9 An impact will potentially arise on the views/visual amenity of people using the sections of the Wales Coast Path referred to above. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore over 30km away. This matter is assessed in more detail in Table 26.30.
- 26.10.2.10 The impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.11 People using the Wales Coast Path are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.2.12 Overall, the magnitude of the visual impact on people using the Wales Coast Path during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance

Magnitude of impact

- 26.10.2.13 A visual impact will potentially arise on people using the Wales Coast Path due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape and landscape.
- 26.10.2.14 The impact is predicted to be of local/regional spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** at most during the operations and maintenance phase, occurring along the closest sections of long-distance path to the Mona Array Area. The magnitude of impact would diminish east of Great Orme's Head due to the increasing influence of the existing Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms located approximately halfway between the North Wales coast and the Mona Array Area.

Sensitivity of the receptor

- 26.10.2.15 The sensitivity of the people using the Wales Coast Path is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.2.16 Overall, the magnitude of visual impact in relation to people using the identified sections of the Wales Coast Path during operations and maintenance is deemed to be low at most and the sensitivity of the receptor is high. The visual effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people using national trails/long distance paths – Offa's Dyke Path National Trail

- 26.10.2.17 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of Offa's Dyke Path National Trail in the SLVIA study area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.2.18 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people using certain sections of the National Trail falling within the ZTV of the Mona Array Area within approximately 35 to 50km of the Mona Array Area.

- 26.10.2.19 There is no potential for significant visual effects to arise on sections of the National Trail, long distance paths or other similar linear receptors in the SLVIA study area.

Baseline conditions

- 26.10.2.20 A National Trail representative of a historic border between Wales and England, aligned north-south, crossing the spine of the Clwydian Range of hills within the Mona Array Area SLVIA study area (see Mona Proposed Onshore Development Area SLVIA study area, Figure 26.20). At its north end approaching Prestatyn it affords elevated, wide-ranging views across North Wales, its coast and inshore waters, and the wider Irish Sea. The elevation of this north section of the route varies from between close to 300m AOD around Mynydd y Cwm dropping to less than 250m and falling to 5m AOD or less at Prestatyn on the coast. The sections of the path with theoretical visibility of the Mona Array Area are those falling within the ZTV between Bodafon and Prestatyn. The views from Prestatyn Hill (representative viewpoint 39) is representative of those from the closest and most exposed section. Representative viewpoint 11 Moel y Parc is representative of the most distant views from the path within the SLVIA study area.

Impact considerations

- 26.10.2.21 Fieldwork and analysis of the ZTV and the representative viewpoint visualisations indicate unrestricted visibility of the Mona Array Area from the Offa's Dyke Path at

National Trail at Prestatyn Hill (representative viewpoint 39). Only partly visibility of the proposed development would be afforded from the section north of Bodafon (representative viewpoint 11) travelling north. From Prestatyn Hill the wind turbines would be seen on the horizon as part of the wide coastal panorama characterised by existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank), offshore oil and gas infrastructure, and commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). The MDS visual impact would be that experienced at Prestatyn Hillside, the closest section of Offa's to Mona Array Area, just under 40km distant. Other sections of the route (both to the north at Prestatyn and further south towards Bodafon) would be subject to lower, negligible magnitudes of visual change, e.g. at Moel y Parc (representative viewpoint 11).

- 26.10.2.22 At an approximate distance of 35-40km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20 to 40km approx. 70% of the year). At distances over approximately 40km, it would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

- 26.10.2.23 The representative viewpoints relevant to the Offa's Dyke Path National Trail are listed below:

- Representative viewpoint 39 – Prestatyn Hillside 39 (representative of views from the closest section to the Mona Array Area (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)
- Representative viewpoint 11 Moel y Parc (representative of the most distant views from the trail within the SLVIA study area (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.11).

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.24 An impact will potentially arise on the views/visual amenity of people using the certain parts of Offa's Dyke Path National Trail, including from the closest section at Prestatyn Hill, an elevated location approximately 35km from the Mona Array Area. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore to the Northwest.

- 26.10.2.25 The impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.26 People using the Offa's Dyke Path National Trail are deemed to be of very high susceptibility to the proposed changes in the high value views as the National Trail passes through the Clwydian Range and Dee Valley AONB. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.10.2.27 Overall, the magnitude of the visual impact on people using the Offa's Dyke Path National Trail, as it crosses the AONB, during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is very high. The effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.28 A visual impact will potentially arise on people using Offa's Dyke Path National Trail due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape. The magnitude of visual change would be tempered by the influence of the existing Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms located approximately halfway between the North Wales coast and the Mona Array Area.

26.10.2.29 The impact is predicted to be of local/regional spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.2.30 The sensitivity of the people using Offa's Dyke Path National Trail within the AONB is as set out for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.10.2.31 Overall, the magnitude of visual impact in relation to people using the identified sections of Offa's Dyke Path National Trail during operations and maintenance is deemed to be low to negligible at most and the sensitivity of the receptor is very high, where the National Trail crosses the AONB. The visual effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – Anglesey and Eryri

26.10.2.32 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of access land/open country in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs

- Construction and service vessels/helicopters.

26.10.2.33 The impacts will be generated by both static and moving elements of the components which will potentially affect the views/visual amenity of people using access land/open country within:

- North Anglesey
- Eryri.

North coast of Anglesey

Baseline conditions

26.10.2.34 There are a number of areas of access land/open country situated in the Mona Array Area SLVIA study area in north Anglesey, parts of which afford views across the adjacent coastal landscape and seascape towards the Mona Array Area. The principal areas falling within the ZTV (Figure 26.4) with potential unrestricted visibility of the proposed development are: Mynydd y Garn (representative viewpoint 1), Llanlleiana Head (representative viewpoint 2) and Bwrdd Arthur (representative viewpoint 4). The cited representative viewpoints are representative of views towards the Mona Array Area from these publicly accessible areas of land, both coastal and inland (including intermediate areas in between) situated around 30-40km from the Mona Array Area. Descriptions of the landscape context for each representative viewpoint are provided in volume 8, annex 26.3: Visual baseline technical report of the PEIR, a summary of which follows.

26.10.2.35 Mynydd y Garn (representative viewpoint 1, Plan 1: Baseline Wirelines of the Mona Array Area: Figure 1.1) rises to approximately 150m AOD forming a distinctive high point within the inland area of access land/open country comprising mainly open, elevated moorland, approximately 40km distant.

26.10.2.36 Llanlleiana Head (representative viewpoint 2, Plan 1: Baseline Wirelines of the Mona Array Area: Figure 1.2) is an area of rugged coast with varied topography (roughly between 20-70m AOD), comprising rough grassland, moor and scrub, approximately 30km distant.

26.10.2.37 Yr Arwydd (Mynydd Bodafon) (representative viewpoint 26, Plan 1: Baseline Wirelines of the Mona Array Area: Figure 1.26) – an inland area of rugged topography (between around 50-100m AOD), comprising rough grassland, moor and scrub, approximately 35km distant.

26.10.2.38 Bwrdd Arthur (representative viewpoint 4, Plan 1: Baseline Wirelines of the Mona Array Area: Figure 1.4) – a coastal area of access land/open country rising to approximately 160m AOD forming a relative high point locally, comprising elevated moor with rough grassland, scrub and low bushy trees, approximately 35km distant.

Impact considerations

26.10.2.39 Analysis of the ZTV and the viewpoint visualisations, supported by fieldwork, indicates visibility of the Mona Array Area from the open high points, and north and east facing slopes of the aforementioned areas of access land/open country. The turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA

study area seascape). The MDS visual impact would be that experienced at the closest areas to Mona Array Area, approximately 35km distant, namely at Llanlleiana Head (representative viewpoint 2), Yr Arwydd (Mynydd Bodafon) (representative viewpoint 26) and Bwrdd Arthur (representative viewpoint 4). Lower magnitudes of visual change would occur at areas further inland, such as Mynydd y Garn (representative viewpoint 1).

- 26.10.2.40 At an approximate distance of 30-35km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.
- 26.10.2.41 The representative viewpoints relevant to access land/open country on Anglesey are listed below:
- Representative viewpoint 1 – Mynydd y Garn trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.1)
 - Representative viewpoint 2 – PRow/tower at Llanlleiana Head (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)
 - Representative viewpoint 3 – PRow at summit of Mynydd Eilian (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.3)
 - Representative viewpoint 4 – Bwrdd Arthur trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.4)
 - Representative viewpoint 26 – Yr Arwydd trig point, near Mynydd Bodafon (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.26)
 - Representative viewpoint 28 – Penmon Point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.28)

Eryri

Baseline conditions

- 26.10.2.42 Regarding Eryri and its environs, within the SLVIA study area, the closest areas of access land/open country (and most exposed visually) to Mona Array Area are situated are in north part of the National Park and adjacent foothills to the east of Conwy Bay (Figure 26.4). As indicated on the ZTV plans (Figure 26.3), these are primarily the north facing slopes and summits of the massif of which the following are representative: Carnedd Llewellyn (representative viewpoint 6), Moel Wnion (representative viewpoint 29), Garreg Fawr (representative viewpoint 30), Tal y Fan (representative viewpoint 31), Foel Lus (representative viewpoint 32) and Conwy Mountain (representative viewpoint 33). Mynydd y Gaer (representative viewpoint 8) is representative of visibility from access land/open country to the east of the National Park and River Conwy. All these viewpoints typify views towards the Mona Array Area from the extensive areas of publicly accessible land, both relatively near the coast and inland (including intermediate areas in between). The landscape character and special qualities of the open, rugged moor and mountain, often steeply sloping, are readily apparent in these representative viewpoints. In terms of topography, the elevation varies widely. It is close to sea level at Penmaen Point near Conwy Mountain, approximately 35km from the Mona Array Area. At Garreg Fawr (representative viewpoint 30) it climbs to around 430m AOD, rising to over 1000m AOD at Carnedd

Llewellyn (representative viewpoint 6) towards the south limit of the SLVIA study area, approximately 50km distant. Descriptions of the landscape context for each representative viewpoint are provided in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Impact considerations

- 26.10.2.43 Fieldwork and analysis of the ZTV and the viewpoint visualisations, indicates visibility of the Mona Array Area from the open summits and north facing slopes of the aforementioned areas of access land/open country. The turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). Existing offshore wind farms (in particular Gwynt y Môr, Rhyl Flats and North Hoyle) and offshore oil and gas infrastructure are characteristics of the seascape towards the east. The MDS visual impact would be that experienced at the closest and most exposed areas to Mona Array Area, approximately 35km distant, namely at Moel Wnion (representative viewpoint 29), Garreg Fawr (representative viewpoint 30), Foel Lus (representative viewpoint 32) and Conwy Mountain (representative viewpoint 33). Lower magnitudes of visual change would occur across more distant areas further inland, such as Tal y Fan (representative viewpoint 31) and Carnedd Llewellyn (representative viewpoint 6).
- 26.10.2.44 At an approximate distance of 35-50km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20 to 40km approx. 70% of the year). At distances over approximately 40km, it would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.
- 26.10.2.45 The representative viewpoints relevant to access land/open country within Eryri are as follows:
- Representative viewpoint 6 – Carnedd Llewellyn cairn (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)
 - Representative viewpoint 29 – North Wales Path, base of Moel Wnion (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.29)
 - Representative viewpoint 30 – North Wales Path, Garreg Fawr (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)
 - Representative viewpoint 31 – Tal y Fan trig point (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.31)
 - Representative viewpoint 32 – Foel Lus summit (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.32)
 - Representative viewpoint 33 – Conwy Mountain summit (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33)

Construction and decommissioning phases

Magnitude of impact

26.10.2.46 An impact will potentially arise on the views/visual amenity of people using access land/open country for informal recreation on the north coast of Anglesey and within Eryri at elevated, exposed locations from where the Mona Array Area can be seen (the representative viewpoints listed are representative). This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of 30 to 50km.

26.10.2.47 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.48 The visual amenity of people using access land/open country for informal recreation is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.49 Overall, the magnitude of the visual impact on people using access land/open country for informal recreation during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.50 A visual impact will potentially arise on people using access land/open country on the north coast of Anglesey and within Eryri for informal recreation due to the operations and maintenance of the Mona Offshore Wind Project. The visual change would potentially occur at elevated, exposed locations from where the Mona Array Area can be seen (the representative viewpoints listed above illustrate this impact). The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.51 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.2.52 The sensitivity of the people using access land/open country is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.2.53 Overall, the magnitude of visual impact during operations and maintenance caused by the Mona Array Area situated offshore at distances of 30 to 35km in relation to people using access land/open country for informal recreation in north Anglesey and within Eryri is deemed to be low to negligible at most. The sensitivity of the receptor is high. The effect will be **minor adverse** at most, which is not significant.

Assessment of effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – Great Orme's Head and Little Orme (Conwy)

26.10.2.54 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of access land/open country in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.55 The impacts will be generated by both static and moving elements of the components which will potentially affect the views/visual amenity of people using access land/open country close to coast within Conwy, Denbighshire and Flintshire, in particular at:

- Great Orme's Head (Y Gogarth/Great Orme Country Park)
- Little Orme.

Baseline conditions

26.10.2.56 Regarding the North Wales coast adjacent to Eryri, the closest areas of access land/open country to Mona Array Area (and the most exposed visually) are at Great Orme's Head and Little Orme (representative viewpoints 7 and 34). Great Orme also has local authority country park status and there is of importance locally for outdoor recreation and tourism. The summits and north facing slopes/parts of both Great Orme and Little Orme fall within the ZTV and therefore potentially have unrestricted visibility of the proposed development at approximately 30km distance (Figure 26.3).

26.10.2.57 Anglesey apart, Great Orme's Head (representative viewpoint 7) is the most prominent headland on the coast of North Wales. Together with Little Orme (representative viewpoint 34) it marks the divide between Conwy Bay/Menai Strait and Anglesey in the west and Colwyn Bay to the east. The bulky, rounded promontory of great Orme rises to around 200m AOD at its highest point, standing out in many views up and down the coast. Little Orme is a similar landform to Great Orme, but smaller in scale. Together they frame Llandudno Bay and give Llandudno town and seafront its dramatic setting and strong sense of enclosure. Both headlands are open and rugged

with rocky outcrops, steep sides and cliffs. Landcover consists of mainly of rough grassland and scrub. Parts of Great Orme are developed/settled. In particular the visitor centre complex and car park at the summit (and its associated tram route/cable car) and the settlement at its base and on the slopes to the south.

Impact considerations

- 26.10.2.58 Analysis of the ZTV and the viewpoint visualisations, supported by fieldwork, indicates visibility of the Mona Array Area from the open high points, and north facing slopes of access land/open country at Great Orme and Little Orme. The wind turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). Existing offshore wind farms (in particular Gwynt y Môr, Rhyl Flats and North Hoyle) and offshore oil and gas infrastructure are also characteristics of the seascape towards the east. The MDS visual impact would be that experienced at areas/locations with the maximum exposure to visibility of the Mona Array Area, at approximately 30km distant, such as representative viewpoint 7 Great Orme's Head and representative viewpoint 34 Little Orme.
- 26.10.2.59 At an approximate distance of 30km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.
- 26.10.2.60 The representative viewpoints relevant to this receptor type are listed below:
- Representative viewpoint 7 – Great Orme's Head (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.7)
 - Representative viewpoint 34 – Little Orme (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.34)

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.61 An impact will potentially arise on the views/visual amenity of people using access land/open country at Great Orme's Head and Little Orme for informal recreation/leisure activities, in particular the elevated, exposed locations from where the Mona Array Area can be seen (the representative viewpoints listed are representative). This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 30km.
- 26.10.2.62 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.63 The views/visual amenity enjoyed by people using access land/open country for informal recreation/leisure activities at this location is deemed to be of high value and high susceptibility to the proposed development. This assessment takes account of the prominent nature of Great Orme's Head and Little Orme, and the Great Orme/Y Gogarth Country Park designation. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.2.64 Overall, the magnitude of the visual impact on people using access land/open country at Great Orme's Head and Little Orme for informal recreation during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effects will be **minor to moderate adverse** at most, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.65 A visual impact will potentially arise on people using access land/open country for informal recreation/leisure activities at Great Orme's Head and Little Orme due to the operations and maintenance of the Mona Offshore Wind Project. The predicted visual change would occur at elevated, exposed locations overlooking the sea from where the Mona Array Area can be seen (the representative viewpoints listed are representative). The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating turbines and service vessels/helicopters, and the stationary OSPs) which have the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.2.66 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.2.67 The sensitivity of the people using access land/open country at Great Orme's Head and Little Orme is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.2.68 Overall, the magnitude of visual impact during operations and maintenance in relation to people using access land/open country at Great Orme's Head and Little Orme, caused by the Mona Array Area situated offshore at approximately 30km, is deemed to be low at most. The sensitivity of the receptor is high. The effect will be **moderate adverse** at most, which is not significant.

Assessment of effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – Clwydian Range and adjacent coastal areas (Denbighshire and Flintshire)

26.10.2.69 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on access land/open country in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.70 The impacts will be generated by both static and moving elements of the above components which will potentially affect the views/visual amenity of people using access land/open country in the Clwydian Range and adjacent coastal areas.

Baseline conditions

26.10.2.71 Regarding the North Wales coast and hinterland east of Eryri, the closest areas of access land/open country (and most exposed visually) to Mona Array Area are those situated within the north section of the Clwydian Range hills and AONB. This upland comprises an open area of undulating moor and rough grassland. representative viewpoint 11 Moel y Parc is representative of the character of and northward views from the inland tract of the Clwydian Range AONB within the SLVIA study area at an approximate of distance 50km from the Mona Array Area. Representative viewpoint 39 Prestatyn Hillside is representative of that from the north edge of range of hills and AONB, approximately 40km from the proposed development. The ZTV (Figure 26.3) shows that visibility of the Mona Array Area would be patchy and limited across the access land/open country within the part of the Clwydian Range in the SLVIA study area. This is apparent when looking at representative viewpoint 11. Conversely, there would be unrestricted views north towards the Mona Array Area from the open, north facing slopes of Prestatyn hillside.

Impact considerations

26.10.2.72 Fieldwork and analysis of the ZTV and the viewpoint visualisations, indicates variable visibility of the Mona Array Area from open, elevated parts of access land/open country within the north section of the Clwydian hills, with unrestricted views afforded from the high ground Prestatyn. The turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated by existing offshore wind farms (in particular Gwynt y Môr, Rhyl Flats and North Hoyle), and characterised to varying extents by offshore oil and gas infrastructure and commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). The MDS visual impact would be that experienced at the closest and most exposed areas to Mona Array Area, approximately 35km distant, namely at Prestatyn Hillside (representative viewpoint 39). Lower magnitudes of visual change would occur across more distant areas further inland, such as Moel y Parc (representative viewpoint 11) at about 50km distance.

26.10.2.73 At approximate distances of 35-40km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20 to 40km approx. 70% of the year). Over

approximately 40km it would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.74 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 39 – Prestatyn Hillside (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)
- Representative viewpoint 40 – Point of Ayr (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)
- Representative viewpoint 8 – Mynydd y Gaer (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.8)
- Representative viewpoint 11 Moel y Parc (representative of the most distant views from within the SLVIA study area (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.11).

Construction and decommissioning phases

Magnitude of impact

26.10.2.75 An impact will potentially arise on the views/visual amenity of people using access land/open country for informal recreation in the Clwydian Range and adjacent coastal areas, occurring at exposed locations from where the Mona Array Area can be seen (the representative viewpoints listed above are representative). The impact will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of 30 to 50km.

26.10.2.76 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.77 The visual amenity of people using access land/open country for informal recreation is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.78 Overall, the magnitude of the visual impact on people using access land/open country in the Clwydian Range and adjacent coastal areas for informal recreation during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.79 A visual impact will potentially arise on people using access land/open country in the Clwydian Range and adjacent coastal areas for informal recreation due to the operations and maintenance of the Mona Offshore Wind Project. The visual change would potentially occur at exposed locations from where the Mona Array Area can be seen (the representative viewpoints listed are representative). The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape. The magnitude of visual change would be tempered by the influence of the existing Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms located approximately halfway between the North Wales coast and the Mona Array Area.
- 26.10.2.80 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.2.81 The sensitivity of the people using access land/open country is as set out for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.2.82 Overall, the magnitude of visual impact during operations and maintenance caused by the Mona Array Area situated offshore at distances more than 35km in relation to people using access land/open country for informal recreation in the Clwydian Range and Dee Valley AONB and adjacent coastal areas is deemed to be low to negligible at most. The sensitivity of the receptor is high. The effect will be **minor adverse** at most, which is not significant.

Assessment of effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – England

- 26.10.2.83 There is no potential for significant visual effects to arise on users of publicly accessible land in the SLVIA study area in England. Areas of access land/open country/common land located in Northwest England falling within the ZTV of the Mona Array Area are assessed in outline in Table 26.30 and Table 26.31.
- 26.10.2.84 The representative viewpoints relevant to this receptor type are listed below:
- Representative viewpoint 12 – Wallasey/Hoylake (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.12)
 - Representative viewpoint 13 – Formby (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13).

Assessment of effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – Isle of Man

- 26.10.2.85 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of land with public access (permissive or otherwise – there is no formal access land/open country designation on the Isle of Man) in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.2.86 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people. There is no access land/open country on the Isle of Man. Neither is there the 'right to roam' as in Scotland. However, main areas with representative viewpoints where there is permissive access are considered, including coastal locations, in particular:
- Representative viewpoint 18 – Herring Tower trig point, Langness Peninsula, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.18)
 - Representative viewpoint 19 – Panoramic viewpoint at arch southwest of Douglas Head, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.19).
- 26.10.2.87 There is no potential for significant visual effects to arise on areas/locations of land with public access at lower elevations situated on the coast at distances of over 40km such as Langness Peninsula (representative viewpoint 18) and Douglas Head (representative viewpoint 19).

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.88 An impact will potentially arise on the views/visual amenity of people visiting coastal locations. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 50km.
- 26.10.2.89 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.90 The views/visual amenity of people visiting coastal locations are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.91 Overall, the magnitude of the visual impact on people during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.92 A visual impact will potentially arise on people visiting the coastal locations due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.93 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.2.94 The sensitivity for people using land with public access is as set out for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.2.95 Overall, the magnitude of visual impact during operations and maintenance caused by the Mona Array Area situated offshore at distances of approximately 50km in relation to people visiting the coastal locations is deemed to be negligible. The sensitivity of the receptor is high. The effect will be **minor adverse** at most, which is not significant.

Assessment of effects experienced by people using National Cycle Routes (Wales and England)

26.10.2.96 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of coastal NCRs in North Wales in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.97 The potential impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people using certain stretches of the following sections of NCR within approximately 30 to 35km of the Mona Array Area (up to 40km within Conwy Bay):

- NCR 566 Northwest Anglesey from Llanryddlad to Llaneilian/Point Lynas via Llanfechell and Amlwch
- NCR 5 – North Wales coast from Bangor to the Prestatyn via the north edge of Eryri National Park.

Baseline conditions

26.10.2.98 NCR 566 Northwest Anglesey from Llanryddlad to Llaneilian/Point Lynas via Llanfechell and Amlwch. A mainly inland on-road route through the characteristic undulating, plateau landscape of north Anglesey (Figure 26.4). Very limited visibility towards the Mona Array Area due to screening effect of landform, vegetation and built form. Due to the lack of views, there are no representative viewpoints associated with the route. There is no potential for significant visual effects to arise on users of NCR 566. Therefore, no further assessment is provided of the NCR.

26.10.2.99 NCR 5 North Wales coast between Bangor and Prestatyn. The ZTV (Figure 26.3) shows potentially unrestricted visibility of the Mona Array Area from most of the coastal route within study area. In practice, open views across the adjacent seascape are interrupted to varying degrees/frequency by intervening roadside/seafront structures, vegetation and (within settlements) built form. The following viewpoints represent views from the closest (and most exposed) sections of route to Mona Array Area (from west to east): representative viewpoint 47 Llanfairfechan representative of the Conwy Bay area, and representative viewpoint 9 Rhyl representative of the North Wales coast section from Colwyn Bay to Prestatyn.

Impact considerations

26.10.2.100 Analysis of the ZTV and the representative viewpoint visualisations, supported by fieldwork, indicates frequent visibility of the Mona Array Area from open sections of NCR 5 within the SLVIA study area. representative viewpoint 47 Llanfairfechan is representative of views across Conwy Bay from the west part of the route travelling northeastwards from Bangor (approximate distance: 35-40km); representative viewpoint 9 Rhyl is representative of views across the inshore waters from the North Wales coast section between Colwyn Bay and Prestatyn travelling in either direction (approximate distance: 35km). The turbines would be seen on the horizon as part of the wide coastal panorama set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape). Existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) and offshore oil and gas infrastructure become an increasingly strong feature in views travelling east from Colwyn Bay onwards. The MDS visual impact would be that experienced at the most exposed sections of the route between Colwyn Bay and Prestatyn (approximately 35km distant), for example in the vicinity of Rhyl (representative viewpoint 9).

26.10.2.101 At an approximate distance of 35km (and up to 40km) Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.102 There is no potential for significant visual effects to arise on users of other NCRs or similar linear receptors in the SLVIA study area including NCR 566 on Anglesey and those in Northwest England (NCRs 89, 810 and 62). NCRs are assessed in more

detail in table 25.30: Visual effects – Potential effect of the Mona Offshore Wind Project Generation Assets on people at or travelling along main visual receptors, together with the

26.10.2.103 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 47 Llanfairfechan (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47)
- Representative viewpoint 9 Rhyl (representative of the North Wales coast section from Colwyn Bay to Prestatyn (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9).

Construction and decommissioning phases

Magnitude of impact

26.10.2.104 An impact will potentially arise on the views/visual amenity of people using the sections of NCR 5 between Bangor and Prestatyn during construction and decommissioning. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore over 35km away.

26.10.2.105 The impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.106 Views obtained by cyclists using NCRs are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

26.10.2.107 Overall, the magnitude of the visual impact on people using NCR 5 between Bangor and Prestatyn during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is medium. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.108 A visual impact will potentially arise on people using NCR 5 between Bangor and Prestatyn during construction and decommissioning due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.109 The impact is predicted to be of local/regional spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** at most during the operations and maintenance phase, occurring along the most exposed sections of NCR 5 between Bangor and Conwy. The magnitude of impact would diminish east of Colwyn Bay due to the increasing influence of the existing Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore windfarms located approximately halfway between the North Wales coast and the Mona Array Area.

Sensitivity of the receptor

26.10.2.110 The sensitivity of NCR users is as set out for the construction and decommissioning phases, namely **medium**.

Significance of the effect

26.10.2.111 Overall, the magnitude of visual impact in relation to people using the identified sections of NCR 5 on the North Wales coast during operations and maintenance is deemed to be low at most and the sensitivity of the receptor is medium. The visual effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people using the National Cycleway Network (Isle of Man)

26.10.2.112 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views and visual amenity of cyclists using sections of the National Cycleway Network on the Isle of Man, that fall within the ZTV of the Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project Generation Assets components (as summarised in Table 26.14:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.113 The impacts will be generated by both static and moving elements of the above components which will intermittently affect the views/visual amenity of people using the following key routes on/near the coast of the Isle of Man, or on high land, with views towards the Mona Array Area:

- Isle of Man National Cycleway Network No. 1
- Isle of Man National Cycleway Network No. 2
- Isle of Man National Cycleway Network No. 3
- Isle of Man National Cycleway Network No. 5
- Isle of Man National Cycleway Network No. 6.

26.10.2.114 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 19 – viewpoint at arch southwest of Douglas Head, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.19)

- Representative viewpoint 43 – Car park/seafront at Old Laxey, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)
- Representative viewpoint 49 – Douglas promenade, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49).

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.115 An impact will potentially arise on the views/visual amenity of people using the sections of the Isle of Man National Cycleway Network route nos. 1, 2, 3, 5 and 6, identified above. This will be caused by intermittent and fleeting visibility of the erection and dismantling of the wind turbines and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore in excess of 40km away.
- 26.10.2.116 The impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.117 Views obtained by people using the cycleway routes on the Isle of Man are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered on balance to be **medium**.

Significance of the effect

- 26.10.2.118 Overall, the magnitude of the visual impact on people using the Isle of Man National Cycleway Network during construction and decommissioning of the Mona Offshore Wind Project Generation Assets is deemed to be negligible and the sensitivity of the receptor is medium. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.119 A visual impact will potentially arise on people using the Isle of Man National Cycleway Network during the operations and maintenance phase of the Mona Offshore Wind Project Generation Assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.23 namely: some or all of the rotating wind turbines and service vessels/helicopters) which have the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.2.120 The impact will be fleeting and is predicted to be of local/regional spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.2.121 The sensitivity of the people using the Isle of Man National Cycleway Network is as set out above for the construction and decommissioning phases, namely **medium**.

Significance of the effect

- 26.10.2.122 Overall, the magnitude of visual impact in relation to people using sections of the Isle of Man National Cycleway Network during the operations and maintenance phase Mona Offshore Wind Project Generation Assets is deemed to be low to negligible at most and the sensitivity of the receptor is medium. The effect will be **minor adverse** at most, which is not significant.

Assessment of effects experienced by people at main coastal settlement seafronts/shorelines – Anglesey and Conwy Bay, Wales

- 26.10.2.123 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of settlement seafronts/shorelines in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project elements:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.2.124 The impacts will be generated by both static and moving elements of the above components which will affect the views/visual amenity of people using the following seafronts/shorelines and beaches on Anglesey and the Conwy Bay area:

- Moelfre
- Benllech
- Llanfairfechan
- Penmaenmawr.

- 26.10.2.125 There is negligible potential for significant effects to be experienced by people using other coastal settlement seafronts/shorelines or equivalent receptors in this sector of the SLVIA study area including Beaumaris and Bangor.

Baseline conditions

- 26.10.2.126 There are a number of coastal settlements in the Mona Array Area SLVIA study area with popular, publicly accessible seafronts/shorelines situated on the north coast of Wales (including Anglesey) (Figure 26.3). Several of these afford views across the adjacent seascape towards the Mona Array Area. The principal seaside settlements falling within the ZTV (Figure 26.4) with potential visibility (unrestricted or partial) of the proposed development are (from west to east): Moelfre, Benllech, Beaumaris, Bangor, Llanfairfechan, Penmaenmawr, Llandudno, Penrhyn Bay, Rhos-on-Sea, Colwyn Bay, Llandulas, Abergel, Towyn/Kinmel Bay, Rhyl, Prestatyn and Talacre (Point of Ayr). The following viewpoints are representative of unrestricted views/visibility from those settlement seafronts and associated shorelines/beaches

closest to the Mona Array Area (from west to east): Representative viewpoint 25 Moelfre, and representative viewpoint 27 Benllech (Anglesey) representative viewpoint 47 Llanfairfechan and representative viewpoint 48 Llandudno (Conwy) representative viewpoint 9 Rhyl (Denbighshire) and representative viewpoint 40 Point of Ayr (Flintshire). Views/visibility towards the Mona Array Area from Beaumaris and Bangor settlement edges and seafronts are partial and restricted by landform, built structures and vegetation.

Impact considerations

- 26.10.2.127 Fieldwork and analysis of the ZTV and visualisations in relation to the representative viewpoints, indicates unrestricted visibility of the Mona Array Area from the open seafronts at Moelfre, Benllech, Llanfairfechan and Penmaenmawr. With respect to Anglesey and the Conwy coast framing Conwy Bay, the turbines would be seen on the horizon as part of the wide coastal panorama, set within a distant seascape animated and characterised to varying extents by commercial shipping/ferries en route to/from Merseyside ports (a constant feature of the SLVIA study area seascape).
- 26.10.2.128 At approximate distances of 30-35km (and up to 40km) Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.
- 26.10.2.129 The representative viewpoints relevant to this receptor type are listed below:
- Representative viewpoint 25 – Moelfre Head (Anglesey) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)
 - Representative viewpoint 27 – Benllech (Anglesey) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.27)
 - Representative viewpoint 47 – Llanfairfechan (Conwy Bay) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47)

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.130 An impact will potentially arise on the views/visual amenity of people using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 35km.
- 26.10.2.131 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.2.132 The views/visual amenity of people using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan are deemed to be of high value and high susceptibility to

the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.2.133 Overall, the magnitude of the visual impact on people using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan during construction and decommissioning is deemed to be low/negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.134 A visual impact will potentially arise on people using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.2.135 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** at most during the operations and maintenance phase. The magnitude of visual impact at other seafront locations farther away from the Mona Array Area will be lower.

Sensitivity of the receptor

- 26.10.2.136 The sensitivity of peoples' views/visual amenity using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.2.137 Overall, the magnitude of visual impact caused by the Mona Array Area during operations and maintenance, situated at an approximate distance of 35km offshore, in relation to people using the seafronts and beaches at Moelfre, Benllech and Llanfairfechan is deemed to be low at most. The sensitivity of the receptor is and high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at main coastal settlement seafronts/shorelines – Conwy Bay to Dee Estuary, Wales

- 26.10.2.138 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of settlement seafronts/shorelines in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):
- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.139 The potential impacts will be generated by both static and moving elements of the above components which will affect the views/visual amenity of people using the following settlement seafronts/shorelines and beaches on the North Wales coast:

- Llandudno
- Rhos-on-Sea
- Colwyn Bay
- Llandulas/Abergele
- Towyn/Kinmel Bay
- Rhyl
- Prestatyn
- Talacre (Point of Ayr).

Baseline conditions

26.10.2.140 Regarding the coast of North Wales east of Great Orme/Little Orme, existing offshore wind farms (Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) and offshore oil and gas infrastructure increasingly become a feature in northward views as one works east (Figure 26.6). Furthermore, from these locations, the proposed development would be increasingly viewed beyond and behind these operational offshore wind farms and infrastructure. The MDS visual impacts would be those experienced at the closest and most exposed settlement seafronts, approximately 30km distant, and ones where the seascape baseline is least animated, in particular those towards the west, namely Benllech and Llandudno. Lower magnitudes of visual change would occur at other settlement seafronts in the SLVIA study area, including Llanfairfechan, Penmaenmawr, Llandudno, Penrhyn Bay, Rhos-on-Sea, Colwyn Bay, Llandulas, Abergele, Towyn/Kinmel Bay, Rhyl, Prestatyn and Talacre (Point of Ayr).

Impact considerations

26.10.2.141 Fieldwork and analysis of the ZTV and visualisations in relation to the representative viewpoints, indicates unrestricted visibility of the Mona Array Area from the open seafronts at Llandudno, Penrhyn Bay, Rhos-on-Sea, Colwyn Bay, Llandulas, Abergele, Towyn/Kinmel Bay, Rhyl, Prestatyn and Talacre (Point of Ayr). The turbines would be seen on the horizon as part of the wide coastal panorama, beyond and partly masked by existing offshore windfarms.

26.10.2.142 At approximate distances of 30-35km (and up to 40km) Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.143 The representative viewpoints relevant to this receptor are listed below:

- Representative viewpoint 48 – Llandudno (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.48)

- Representative viewpoint 9 – Rhyl (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)
- Representative viewpoint 40 – Point of Ayr (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40).

Construction and decommissioning phases

Magnitude of impact

26.10.2.144 An impact will potentially arise on the views/visual amenity of people using the seafronts and beaches at the coastal settlements listed above. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 30 to 35km.

26.10.2.145 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.146 The views/visual amenity of people using the settlement seafronts and beaches on the North Wales coast listed above are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.147 Overall, the magnitude of the visual impact on people using the seafronts and beaches at the settlements during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.148 A visual impact will potentially arise on people using the North Wales coast settlement seafronts and beaches listed above due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.149 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** at most during the operations and maintenance phase. The magnitude of impact will be less

east of Colwyn Bay due to the increasing influence of the existing Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms located approximately halfway between the North Wales coast and the Mona Array Area.

Sensitivity of the receptor

26.10.2.150 The sensitivity of people's views/visual amenity using the North Wales coast settlement seafronts and beaches is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.2.151 Overall, the magnitude of visual impact caused by the Mona Array Area during operations and maintenance, situated at an approximate distance of 30 to 35km offshore, in relation to people using the seafronts and beaches at Llandudno, Colwyn Bay, Rhyl, Prestatyn and other North Wales coast settlements is deemed to be low at most. The sensitivity of the receptor is and high. The effects will be **minor to moderate adverse** at most, which are not significant.

Assessment of effects experienced by people at main coastal settlement seafronts/shorelines – Northwest England

26.10.2.152 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of settlement seafronts/shorelines in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.153 The impacts will be generated by both static and moving elements of the components which will potentially affect the views/visual amenity of people using the following seafronts/shorelines and beaches on the Northwest England coast situated approximately 40 to 45km from the Mona Array Area.

Baseline conditions

26.10.2.154 Within the Mona Array Area SLVIA study area, there are publicly accessible seafronts/shorelines in the vicinity of the following settlements Wallasey/Hoylake (Wirral), Crosby/Formby and Southport (Sefton), Lytham St Anne's/Blackpool/Fleetwood (Lancashire), and Walney Island and Silecroft, Ravenglass, Seascale, Seascale and St Bees (Cumbria) (Figure 26.3).

26.10.2.155 The Wirral peninsular north coast seafront between Hoylake/West and Wallasey (representative viewpoint 12) affords views across the adjacent seascape including of existing offshore wind farms (Burbo Bank with Gwynt y Môr and North Hoyle), offshore oil and gas infrastructure and commercial shipping/ferries in the approaches the Mersey/Liverpool. The same applies to the Sefton coast north of Liverpool at Crosby, but not around Formby where there is no/very limited visibility of the adjacent coast/seascape from settlement edges. North of the Ribble Estuary to Morecombe

Bay, open views across the adjacent inshore waters from the west coast of Lancashire are available between Lytham St Anne's and Fleetwood via Blackpool (representative viewpoint 15) with commercial shipping/ferries and occasional offshore oil and gas infrastructure a characteristic of the seascape.

Impact considerations

26.10.2.156 Fieldwork and analysis of the ZTV and the representative viewpoint visualisations, indicates relatively unrestricted visibility of the Mona Array Area from the seafronts/shoreline fringes of these settlements.

26.10.2.157 Regarding the Wirral peninsular between Wallasey and Hoylake, and the Sefton coast north of Liverpool from Crosby to Southport, Mona Array Area would be seen approximately 45km distant behind and/or beyond either existing offshore wind farms (Burbo Bank and to a lesser extent Gwynt y Môr and North Hoyle), or oil and gas infrastructure and commercial shipping/ferries en route to/from the Mersey/Liverpool (representative viewpoint 12, and representative viewpoint 41 are representative). With respect to the Lancashire coast from Lytham St Anne's to Fleetwood, Mona Array Area would be seen on the far horizon beyond occasional oil and gas infrastructure and commercial shipping/ferries (representative viewpoint 15 is representative).

26.10.2.158 The MDS visual impact would be that experienced at the closest areas (approximately 45km distant) with the most open/unrestricted seaward views, namely those from the north Sefton and Lancashire coast settlement seafronts/shorelines in the vicinity of Southport and Blackpool (representative viewpoint 41 and representative viewpoint 15 are representative respectively). Lower magnitudes of visual change would occur at seafront/shoreline locations on the Wirral peninsular at approximately 45km distance (representative viewpoint 12 is representative).

26.10.2.159 At approximate distances of 45km to 55km, the Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.160 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 12 - Wallasey (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.12)
- Representative viewpoint 13 - Formby (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13)
- Representative viewpoint 41 - Southport (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.41)
- Representative viewpoint 15 - Blackpool (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.15).

Construction and decommissioning phases

Magnitude of impact

26.10.2.161 An impact will potentially arise on the views/visual amenity of people using the seafronts and beaches at the coastal settlements listed above. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the

associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 40-45km.

26.10.2.162 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.163 The views/visual amenity of people using the settlement seafronts and beaches on the coast of Northwest England listed above are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.164 Overall, the magnitude of the visual impact on people using the seafronts and beaches at the settlements during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.165 A visual impact will potentially arise on people using the Northwest England coast settlement seafronts and beaches listed above due to the operations and maintenance of Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.166 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase, considering the distances of approximately 40 to 45km between the receptors and the Mona Array Area.

Sensitivity of the receptor

26.10.2.167 The sensitivity of peoples' views/visual amenity using the North Wales coast settlement seafronts and beaches is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.2.168 Overall, the magnitude of visual impact caused by the Mona Array Area during operations and maintenance, situated at an approximate distance of 30 to 35km or more offshore, in relation to people using the seafronts and beaches at Northwest England coast settlements such as Blackpool is deemed to be negligible at most. The

sensitivity of the receptor is and high. The effects will be **negligible to minor adverse** at most, which are not significant.

Assessment of effects experienced by people at main coastal settlement seafronts/shorelines – Isle of Man

26.10.2.169 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of settlement seafronts/shorelines in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all the following the Mona Offshore Wind Project assets (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.170 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people using the following seafront promenades and/or shorelines and beaches on the Isle of Man:

- Douglas
- Laxey.

26.10.2.171 There is negligible potential for significant effects to be experienced by people using other coastal settlement seafronts/shorelines or equivalent receptors in the SLVIA study area.

Baseline conditions

26.10.2.172 There are a number of coastal settlements situated in the SLVIA study area on the east coast of the Isle of Man with popular, publicly accessible seafronts/shorelines. Several of these afford views across the adjacent seascape towards the Mona Array Area (Figure 26.3). These are principally (from north to south): Laxey (representative viewpoint 43), Onchan, Douglas (representative viewpoint 19 and representative viewpoint 49) Castletown (represented by representative viewpoint 18 but likely to be more restricted). Views towards the Mona Array Area from Ramsey to the north of the Island are restricted by landform at Maughold Head; similarly views from Castletown are restricted by the elongated land strip at Langness Peninsula. Consequently, these two settlement seafronts are assessed no further.

Impact considerations

26.10.2.173 Fieldwork and analysis of the ZTV and the aforementioned viewpoint visualisations indicates visibility of the Mona Array Area from the main Isle of Man settlements on the southeast coast between Maughold Head and Spanish Head. Being marginally the closest with framed southeast seaward views, Douglas and Laxey seafronts have potential to be affected by the Mona Offshore Wind Project – representative viewpoint 43 and representative viewpoint 49 are representative. These views are already characterised to a degree by commercial shipping/ferry traffic and the distant operational Walney Extension offshore wind farm. Visual change at other settlement seafronts would be similar or less.

26.10.2.174 At approximate distances of 45-50km Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.175 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 43 – Car park/seafront at Old Laxey, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)
- Representative viewpoint 49 – Douglas promenade, Isle of Man (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49).

Construction and decommissioning phases

Magnitude of impact

26.10.2.176 An impact will potentially arise on the views/visual amenity of people using the seafront promenades and beaches at Douglas and Laxey. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 45km.

26.10.2.177 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.2.178 The views/visual amenity of people using the seafront promenades and beaches at Douglas and Laxey are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.2.179 Overall, the magnitude of the visual impact on people using the seafront promenades and beaches at Douglas and Laxey during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.180 A visual impact will potentially arise on people using the seafront promenades and beaches at Douglas and Laxey due to the operations and maintenance of the Mona Offshore Wind Project. The impact will result from visibility of both moving and static project components occupying the Mona Array Area at a distance of approximately 45km (as described in Table 26.14, namely: some or all of the rotating turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.181 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase. Representative viewpoint 49 and representative viewpoint 43 are representative of the predicted visual change involved for this receptor.

Sensitivity of the receptor

26.10.2.182 The sensitivity for people using the seafront promenades and beaches at Douglas and Laxey is as set out above for the construction and decommissioning phases, namely **High**.

Significance of the effect

26.10.2.183 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project during operations and maintenance, situated at an approximate distance of 45km offshore, in relation to people using the seafront promenades and beaches at Douglas and Laxey is deemed to be negligible. The sensitivity of the receptor is and high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people travelling along coastal roads – Wales, England and Isle of Man

26.10.2.184 There is no potential for significant visual effects to arise on users of public highways in the SLVIA study area. Key coastal roads within the ZTV of the Mona Array Area together with the representative viewpoints relevant to this receptor type as follows:

North Wales including Anglesey

- A5025 north and central Anglesey (representative viewpoint 24 Bull Bay, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.24)
- A547 and A55 between Bangor and Abergele (representative viewpoint 47 Llanfairfechan, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47)
- A548 between Abergele and Prestatyn (representative viewpoint 9 Rhyl, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9).

Northwest England

- Queen's Promenade Blackpool and the A584 Lytham St Anne's (representative viewpoint 15 Blackpool, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)
- A565 Southport to Liverpool via Formby and Crosby
- A554 and the A551/Leasowe Road, Wallasey (representative viewpoint 12 Wallasey, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.12).

Isle of Man

- A2 Douglas/Onchan to Laxey (representative viewpoint 43 Laxey, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)

- A5 Douglas to Castleton
- A11 Queen's Promenade/King Edward Road in Douglas (representative viewpoint 49 Douglas, Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49)
- A25 at Quine's Hill.

Assessment of effects experienced by people travelling along coastal railways

26.10.2.185 There is no potential for significant visual effects to arise on railway users in the SLVIA study area.

26.10.2.186 Key coastal railways within the ZTV of the Mona Array Area together with representative viewpoints relevant to this receptor type are as follows:

North Wales

- Liverpool/Manchester to Holyhead railway runs adjacent to the North Wales coast between Abergele and Bangor (representative viewpoint 47 Llanfairfechan (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47).

Isle of Man

- Manx Electric Railway (MER) – between Laxey and Douglas (representative viewpoint 49 Douglas (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49 and representative viewpoint 43 Laxey, (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43).

Assessment of effects experienced by people using main ferry routes

26.10.2.187 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of key ferry routes in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project elements:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.188 The potential impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people onboard ferries using the following routes passing through the SLVIA study area.

Baseline conditions

26.10.2.189 Ferries keep to regular routes between specific ports. The main routes in the SLVIA study area are listed below and shown in Appendix B of volume 8, annex 26.3 of the PEIR:

- Liverpool to Dublin
- Liverpool to Douglas
- Heysham to Douglas.

26.10.2.190 Ferry passengers using these routes are assessed based on the experience of the journey taking account of the opportunities the vessel provides for appreciating the seascape and views during the trip.

26.10.2.191 The seascape context of both these routes is influenced to varying degrees by existing offshore wind farms (West of Duddon Sands and Walney group to the north; Gwynt y Môr and Burbo Bank to the south), as well as offshore oil and gas infrastructure, and commercial shipping en route to/from Merseyside ports.

26.10.2.192 There is negligible potential for significant visual effects on people onboard the Heysham to Douglas ferry (representative viewpoint 23 the route of which is located over 30km to the north of the Mona Array Area passing close to West of Duddon Sands and the Walney offshore wind farms. Therefore, only the Liverpool to Dublin and Liverpool to Douglas routes are considered further here.

Impact considerations

26.10.2.193 Analysis of the ZTV supported by fieldwork and the representative viewpoint visualisations indicate Mona Array Area would be theoretically visible in excellent conditions for the majority of the Liverpool to Douglas and Heysham to Douglas routes.

26.10.2.194 At distances of approximately 20km to 40km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). Over approximately 40km, it would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

26.10.2.195 The representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 21 - Liverpool to Dublin (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.21)
- Representative viewpoint 22 - Liverpool to Douglas (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.22)
- Representative viewpoint 23 - Heysham to Douglas (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.23).

Construction and decommissioning phases

Magnitude of impact

26.10.2.196 An impact will potentially arise on the views/visual amenity of people onboard the ferries plying the two routes identified above, both of which pass within less than 10km of the Mona Array Area. The impact will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area.

26.10.2.197 The potential impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of maximum visual impact is therefore considered to be **medium to low** during the construction and decommissioning phases. This potential

maximum impact would occur when the ferry is passing within 10km of the Mona Array Area. At other points along the route farther away from the Mona Array Area the magnitude of visual impact will be lower.

Sensitivity of the receptor

26.10.2.198 Views obtained by people onboard the ferries identified above are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

26.10.2.199 Overall, the magnitude of the visual impact during construction and decommissioning arising for people onboard the Liverpool to Douglas and Heysham to Douglas ferries passing through or immediately adjacent to the Mona Array Area is deemed to be medium to low and the sensitivity of the receptor is medium. The effects will be **minor to moderate adverse** at most, which are not significant. At other points along the route, farther away from the Mona Array Area, the significance of visual effect will be less and not significant.

Operations and maintenance phase

Magnitude of impact

26.10.2.200 A visual impact will potentially arise due to the operations and maintenance of the Mona Offshore Wind Project on people onboard the Liverpool to Douglas and Liverpool to Dublin ferries passing through or immediately adjacent to the Mona Array Area. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.2.201 The potential impact is predicted to be of local/regional spatial extent, long-term duration, continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The maximum magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase. At other points along the route farther away from the Mona Array Area the magnitude of visual impact will be lower. Representative viewpoint 21 and representative viewpoint 22, are representative of the predicted visual change involved along the two ferry routes at approximately 8km distance from the Mona Array Area.

Sensitivity of the receptor

26.10.2.202 The sensitivity of the people onboard the ferries is as set out for the construction and decommissioning phases, namely **medium**.

Significance of the effect

26.10.2.203 Overall, the magnitude of visual impact in relation to people onboard the Liverpool to Douglas and Liverpool to Dublin ferries passing within approximately 10km of the

Mona Array Area during operations and maintenance is deemed to be medium and the sensitivity of the receptor is medium. The effect will be **moderate adverse** at most, which is not significant. At other points along the route, farther away from the Mona Array Area, the significance of visual effect will be less and not significant.

Assessment of effects experienced by other marine users – commercial shipping/recreational craft and fishing vessels

26.10.2.204 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of key routes in the Mona Array Area SLVIA study area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project elements:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.2.205 The potential impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people onboard commercial shipping/recreational craft and fishing vessels when navigating within the SLVIA study area.

People onboard commercial shipping and fishing vessels

Baseline conditions

26.10.2.206 Commercial vessels keep to well-defined routes. Generally, these are either designated shipping lanes or regular passages between commercial parts in England, Scotland, North Ireland, Eire and farther afield (Appendix B, volume 8, annex 26.3 of the PEIR).

Commercial fishing vessels follow different routes and patterns of movement depending on the type fishing being carried out and the fishing grounds being worked. In general, commercial fishing boats use specific harbours on the coast and, depending on the season, follow a range of routes to and from the various fishing grounds (Appendix B, volume 8, annex 26.3 of the PEIR). The main commercial fishing harbours in the Mona Array Area SLVIA study area are: Douglas on the Isle of Man; Bangor in North Wales; and, Liverpool in England (Figure 26.3).

Impact considerations

26.10.2.207 The Mona Array Area is located to maintain a separation distance from commercial shipping lanes (Figure 26.3. of volume 8, annex 26.3 of the PEIR). Assessment relating to commercial shipping is provided in volume 2, chapter 12 Shipping and navigation of the PEIR.

26.10.2.208 Assessment regarding commercial fishing activity is provided in volume 2, chapter 13 Commercial fisheries of the PEIR.

26.10.2.209 Summary assessments for the SLVIA are presented in Tables 26.29 and 26.30.

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.210 An impact will potentially arise on the views/visual amenity of commercial sailors and fishermen. The impact will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area.
- 26.10.2.211 The potential impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of maximum visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases. This potential maximum impact would occur when the commercial vessel or fishing boat is passing within 10km of the Mona Array Area. At other points along the route farther away from the Mona Array Area the magnitude of visual impact will be lower.

Sensitivity of the receptor

- 26.10.2.212 Views obtained by commercial sailors and fishermen are deemed to be of low value and the people themselves of low susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.10.2.213 Overall, the magnitude of the visual impact during construction and decommissioning arising for people onboard commercial vessels and fishing boats passing through or immediately adjacent to the Mona Array Area is deemed to be low to negligible and the sensitivity of the receptor is low. The effects will be **minor to negligible adverse** at most, which are not significant. At other points, farther away from the Mona Array Area, the significance of visual effect will be less and not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.214 A visual impact will potentially arise due to the operations and maintenance of the Mona Offshore Wind Project on commercial sailors and fishermen that pass through or immediately adjacent to the Mona Array Area. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape.
- 26.10.2.215 The potential impact is predicted to be of local/regional spatial extent, long-term duration, continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The maximum magnitude of impact is therefore considered to be **low** during the operations and maintenance phase. At other points farther away from the Mona Array Area the magnitude of visual impact will be lower. Representative viewpoint 21, representative viewpoint 22, and representative

viewpoint 23) are indicative of the predicted visual change involved, although these are from ferry routes.

Sensitivity of the receptor

- 26.10.2.216 The sensitivity of the people onboard the commercial vessels is as set out for the construction and decommissioning phases, namely **low**.

Significance of the effect

- 26.10.2.217 Overall, the magnitude of visual impact in relation to commercial sailors and fishermen passing within approximately 10km of the Mona Array Area during operations and maintenance is deemed to be low and the sensitivity of the receptor is low. The effect will be **minor adverse** at most, which is not significant. At other points, farther away from the Mona Array Area, the significance of visual effect will be less.

Recreational craft

Baseline conditions

- 26.10.2.218 Recreational boating includes a range of pleasure craft both sailing and motor powered. Unlike commercial ships and ferries, pleasure craft tend not to follow regular routes. However, the points of departure and arrival are fixed, being generally safe harbours/anchorages at suitable locations on the coast (Figure 26.3). Due the coastline's profile, the shallow inshore waters and the high tidal ranges, there are relatively few suitable harbours in the SLVIA study area. They are primarily: Douglas on the Isle of Man; Menai Strait (including Beaumaris) and Conwy in North Wales, and Liverpool in England. Journeys from these points, out a short distance and back, and in between some of them along the coast, is the norm. Thus, the pattern of use is generally dispersed and inshore, occurring within fairly close proximity to the safe harbours and along the intervening coasts of Wales, the Isle of Man and England. In addition, recreation boating is seasonal, typically confined to period between late spring and early autumn (beginning of May to end of September). That said, within the wider seascape, there are some longer distance 'routes' used by a relatively low of pleasure craft operating in the SLVIA study area. These are offshore journeys between the Wales, England, the Isle of Man, Scotland, and Ireland. Data relating to recreational boating activity is available from the Royal Yachting Association (RYA). That relevant to the SLVIA study area is reproduced graphically in Appendix B of volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Impact considerations

- 26.10.2.219 RYA recreational boating activity spatial data is shown on Figure 26.3. of volume 8, annex 26.3 of the PEIR. Assessment relating to marine users in general is provided in volume 2 chapter 14 Other Sea users of the PEIR.
- 26.10.2.220 Recreational craft are advised to avoid shipping lanes and cross them at right angles if the need arises. Otherwise, they are free to take any route between points of departure and arrival they choose. However, based on the available data and professional judgement most of the recreational boating activity takes place in inshore waters some distance from the Mona Array Area. Consequently, for people onboard

most recreational vessels, visual change due to implementation of the Mona Array Area will be limited.

Construction and decommissioning phases

Magnitude of impact

- 26.10.2.221 A visual impact will potentially be experienced by recreational sailors, caused by visibility of the erection, and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area.
- 26.10.2.222 The potential impact is predicted to be of local/regional spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of maximum visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases. This potential maximum impact would occur when recreational craft pass within 10km of the Mona Array Area. At other points farther away from the Mona Array Area the magnitude of visual impact will be lower.

Sensitivity of the receptor

- 26.10.2.223 Recreational sailors are of **medium** sensitivity to visual change, based on the medium value of views and a medium visual susceptibility to the proposed development.

Significance of the effect

- 26.10.2.224 Overall, the magnitude of the visual impact during construction and decommissioning arising for recreational sailors passing through or immediately adjacent to the Mona Array Area is deemed to be low to negligible and the sensitivity of the receptor is medium. The effects will be **minor to negligible adverse** at most, which are not significant. At other points, farther away from the Mona Array Area, the significance of visual effect will be less.

Operations and maintenance phase

Magnitude of impact

- 26.10.2.225 A visual impact will potentially arise due to the operations and maintenance of the Mona Offshore Wind Project on recreational sailors, as they pass through or immediately adjacent to the Mona Array Area. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape.
- 26.10.2.226 The potential impact is predicted to be of local/regional spatial extent, long-term duration, continuous in favourable conditions (increasing with proximity/decreasing with distance) and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The maximum magnitude of impact is therefore considered to be **low** during the operations and maintenance phase. At other points,

farther away from the Mona Array Area the magnitude of visual impact will be lower. Representative viewpoint 21, representative viewpoint 22 and representative viewpoint 23) give an impression of the predicted visual change involved, although these are from ferry routes.

Sensitivity of the receptor

- 26.10.2.227 The sensitivity of recreational sailors is as set out for the construction and decommissioning phases, namely **low**.

Significance of the effect

Having regard to the scale and size of development proposed, the seascape context and activity factors, the visual change for people onboard recreational craft is assessed as a low magnitude, direct visual impact at most. Taking account of medium sensitivity of the receptor, the residual visual effect for recreational craft users is judged to be **minor adverse** at most, which is not significant.

26.10.3 Assessment of effects at representative viewpoints

- 26.10.3.1 The representative viewpoints referred to in the assessment above of receptors above are assessed individually below.

Assessment of effects experienced by people at representative viewpoint 1 – Mynydd y Garn trig point

- 26.10.3.2 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.3.3 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of baseline

- 26.10.3.4 Located in Access Land/Open Country within Anglesey AONB. An elevated, inland panorama looking northeast across Northwest Anglesey comprising the LCA 1 Anglesey Coast and LCA 2 Central Anglesey in the fore/middle grounds. A settled coastal landscape with large infrastructure including Wylfa Nuclear Power Station and wind farms. MCA 04 North Wales Open Waters/MCA 05 Northwest Anglesey Open Waters/SCA 28 Northeast of Anglesey/SCA 29 North of Anglesey form the background seascape. The wider seascape is animated by commercial shipping/ferries en route to/from Merseyside ports. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

<p>Description of visual change</p> <p>26.10.3.5 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 45% (34°) of the 75° HFoV. The turbines would be seen at 42km on the horizon beyond Wylfa Nuclear Power Station as part of the wide inland panorama, set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.</p>	<p>26.10.3.11 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be negligible during the operations and maintenance phase.</p>
<p>Construction and decommissioning phases</p> <p>Magnitude of impact</p>	<p>Sensitivity of the receptor</p> <p>26.10.3.12 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely high.</p>
<p>26.10.3.6 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Access Land/Open Country within the Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 42km.</p>	<p>Significance of the effect</p> <p>26.10.3.13 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 42km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be negligible to minor adverse, which are not significant.</p>
<p>26.10.3.7 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be negligible during the construction and decommissioning phases.</p>	<p>Assessment of effects experienced by people at representative viewpoint 2 – Llanlleiana Head</p> <p>26.10.3.14 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:</p> <ul style="list-style-type: none"> • 68 wind turbines (324m maximum blade-tip height) • Four OSPs • Construction and service vessels/helicopters.
<p>Sensitivity of the receptor</p> <p>26.10.3.8 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be high.</p>	<p>26.10.3.15 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.</p>
<p>Significance of the effect</p> <p>26.10.3.9 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be negligible to minor adverse, which are not significant.</p>	<p>Summary of visual baseline</p> <p>26.10.3.16 Located on Wales Coast Path within Access Land/Open Country and Anglesey AONB. A wide coastal panorama from the northmost tip of Anglesey looking northeast comprising LCA 1 Anglesey Coast and the adjacent SCA 8 Amlwch and Cemaes in the fore/middle grounds. MCA 04 North Wales Open Waters/MCA 05 Northwest Anglesey Open Waters/SCA 28 Northeast Anglesey/SCA 29 North of Anglesey make up the background seascape. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.</p>
<p>Operations and maintenance phase</p> <p>Magnitude of impact</p> <p>26.10.3.10 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.</p>	<p>Description of visual change</p> <p>26.10.3.17 Fieldwork and analysis of the visualisation indicates distant visibility of the Mona Array Area occupying approximately 52% (39°) of the 75° HFoV. The wind turbines would be seen at 33.4km on the horizon as part of the coastal panorama set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20 to 40km</p>

approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.18 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Wales Coast Path or Access Land/Open Country within Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 33km.

26.10.3.19 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.20 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.21 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low/negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.22 A visual impact will potentially arise at this viewpoint which is representative of people at/using Wales Coast Path or Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.23 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.24 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.25 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 33km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 3 – Mynydd Eilian

26.10.3.26 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.27 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.28 Located on a PROW within Anglesey AONB. An inland, coastal panorama looking northeast across LCA 1 Anglesey Coast and the adjacent SCA 8 Amlwch and Cemaes/SCA 7 Dulas Bay in the fore/middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey forms the background seascape. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape as depicted in the panorama. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.29 Analysis of the visualisation supported by fieldwork indicates partial visibility of the Mona Array Area in the distance occupying approximately 55% (41°) of the 75° HFOV. A small number of turbines would be seen on the horizon (others are screened by landform) at 30.5km as part of the coastal panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the east (e.g. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank). At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20 to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.30 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the PROW within Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 42km.

26.10.3.31 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.32 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.33 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.34 A visual impact will potentially arise at this viewpoint which is representative of people using the PROW within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.35 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be negligible during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.36 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.37 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 42km offshore, is deemed to be negligible. The sensitivity of the receptor is considered to be high. The effects will be **negligible to minor adverse** significance, which are not significant.

Assessment of effects experienced by people at representative viewpoint 4 – Bwrdd Arthur trig point

26.10.3.38 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.39 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.40 Located in Access Land/Open Country within Anglesey AONB. A coastal panorama looking northeast comprising LCA 1 Anglesey Coast and the adjacent SCA 5 Penmon/SCA 6 Red Wharf Bay to Moelfre/MCA 03 Red Wharf Bay to Conwy Bay in the fore/middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey forms the background seascape. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape as depicted in the panorama. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.41 Fieldwork and analysis of the visualisation indicates distant visibility of the Mona Array Area occupying approximately 47% (35°) of the 75° HFoV. The wind turbines would be seen at 34.5km on the horizon as part of the coastal panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the east (e.g. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank). At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.42 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the

associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 35km.

- 26.10.3.43 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.44 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.3.45 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.46 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.47 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** at most during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.48 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.49 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 35km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 6 – Carnedd Llewellyn

- 26.10.3.50 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.3.51 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.52 Located at the summit of Carnedd Llewellyn in Access Land/Open Country within Eryri National Park. An elevated, sweeping panorama looking north across the north peaks and slopes within Eryri National Park. The expansive view encompasses LCA 6 Eryri and MCA 03 Red Wharf Bay to Conwy Bay/SCA 2 Conwy Bay in the fore and middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey make up the seascape background. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms and oil and gas infrastructure form part of the view. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.53 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the far distance occupying approximately 34% (26°) of the 75° HFOV. The wind turbines would be seen on the horizon at 48.8km as part of the elevated inland panorama set within a distant seascape animated by commercial shipping/ferries with existing offshore wind farms visible towards the east (e.g. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank). At a distance of close to 50km, Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.54 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 49km.

26.10.3.55 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.56 The views/visual amenity of people at this viewpoint is deemed to be of very high value and very high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.10.3.57 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is very high. The effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.58 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.59 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.60 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.10.3.61 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 49km offshore, is deemed to be low/negligible. The sensitivity of the receptor is very high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 7 – Great Orme's Head

26.10.3.62 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.63 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.64 Located in Y Gogarth/Great Orme Country Park within Access Land/Open Country. An elevated, coastal panorama looking north from within LCA 8 Colwyn and North Coastline. The slopes leading down to cliffs at Great Orme's Head are visible in the immediate foreground. SCA 28 Northeast Anglesey/MCA 03 Red Wharf Bay to Conwy Bay and MCA 02 Colwyn Bay and Rhyl Flats comprise the expansive seascape in the middle ground. MCA 04 North Wales Open Waters makes up the background seascape beyond. Gwynt y Môr and Rhyl Flats offshore wind farms form part of the view. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.65 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 53% (40°) of the 75° HFoV. The wind turbines would be seen at 29.6km on the horizon as part of the broad panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the east (e.g. Gwynt y Môr, Rhyl Flats). At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.66 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of visitors to Y Gogarth/Great Orme Country Park and people using Access Land/Open Country at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 30km.

26.10.3.67 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and

high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.68 The views/visual amenity of people at this viewpoint is deemed to be of high value and very high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**. This assessment reflects the popularity of the viewpoint and the importance of the location in terms of recreation and local tourism.

Significance of the effect

26.10.3.69 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low/negligible and the sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.70 A visual impact will potentially arise at this viewpoint which is representative of visitors to Y Gogarth/Great Orme Country Park and people using Access Land/Open Country at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.71 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.72 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.73 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 30km offshore, is deemed to be low. The sensitivity of the receptor is high to high. The effect will be **moderate adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 8 – Mynydd y Gaer

26.10.3.74 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.75 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.76 Located in Access Land/Open Country. An inland panorama looking north across the limestone hills and valleys of the North Wales coast hinterland taking in LCA 9 Rhos Hills and LCA 8 Colwyn and North Coastline in the fore and middle grounds. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. A settled coastal landscape with large and low settlements and infrastructure (e.g. pylons). Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms form part of the view. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.77 Analysis of the visualisation supported by fieldwork indicates distant visibility of part of the Mona Array Area occupying approximately 33% (24°) of the 75° HFoV. The wind turbines would be seen on the horizon, partially obscured by the intervening landform, set within a distant seascape containing existing offshore wind farms situated closer towards the east (e.g. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank) and animated by commercial shipping/ferries. At 42.3km, the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.78 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Access Land/Open Country at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 42km.

26.10.3.79 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and

high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.80 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.81 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.82 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.83 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.84 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.85 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 42km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint – 9 Rhyl

26.10.3.86 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of

Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.87 The impacts will be generated by both static and moving elements of the component which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.88 Located on a public seafront/beach. A shoreline panorama looking Northwest across the MCA 02 Colwyn Bay and Rhyl Flats inland waters in the fore/middle ground with MCA 04 North Wales Open Waters making up the background seascape. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank operational offshore windfarms are visible on the horizon. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.89 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 36% (27°) of the 75° HFoV. The wind turbines would be seen on the horizon, beyond and partially masked by the existing offshore wind farms in the middle ground, set within a seascape animated by commercial shipping/ferries en route to/from Merseyside. At 34.3km, the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.90 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Rhyl seafront and beach. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 42km.

26.10.3.91 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.92 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.93 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.94 A visual impact will potentially arise at this viewpoint which is representative of people at/using Rhyl seafront and beach due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.95 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.96 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.97 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 34km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 10 – Mynydd y Gaer

26.10.3.98 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.99 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.100 Located in Access Land/Open Country. An elevated, inland panorama looking Northwest across the settled coastal plain characteristic of LCA 8 Colwyn and North Coastline visible in the fore/middle ground with Prestatyn prominent. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters make up the background seascape. Gwynt y Môr, Rhyl Flats and North Hoyle operational offshore windfarms located within MCA 04 are visible in the background and on the horizon. The seascape is animated by commercial shipping/ferries en route to/from Merseyside. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.101 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 31% (24°) of the 75° HFoV. The wind turbines would be seen on the, beyond the existing offshore wind farms (Gwynt y Môr, Rhyl Flats and North Hoyle). At 37.7km, the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.102 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Access Land/Open Country at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 38km.

26.10.3.103 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.104 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.105 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.106 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.107 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.108 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.109 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 38km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse** significance, which are not significant.

Assessment of effects experienced by people at representative viewpoint 11 – Moel y Parc

26.10.3.110 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.111 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.112 Located in Access Land/Open Country within Clwydian Range and Dee Valley AONB. An elevated, inland panorama looking Northwest across the upland moor and farmland characterising LCA 12 Clwydian Range occupying the fore/middle ground. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters make up the background seascape. In excellent visibility Gwynt y Môr, Rhyl Flats and North Hoyle operational offshore windfarms located within MCA 04 are partially visible in the background on the horizon. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.113 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the far distance occupying approximately 26% (19°) of the 75° HFOV. The wind turbines would be seen on the distant horizon, beyond the existing offshore wind farms. At close to 50km (49.6km), the Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.114 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country within Clwydian Range and Dee Valley AONB at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 50km.

26.10.3.115 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.116 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.117 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.118 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country within Clwydian Range and Dee Valley AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.119 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.120 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.121 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 50km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 12 – Wallasey embankment, Leasowe Common

- 26.10.3.122 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.3.123 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.124 Located on a public seafront/beach within Access Land. A shoreline panorama looking Northwest across MCA 36 Dee Estuary and Estuaries and Coastal Waters in the fore/middle ground and MCA 35 Inner Liverpool Bay forming the background seascape. Burbo Bank offshore windfarm and oil and gas infrastructure is visible on

the near horizon with North Hoyle and Gwynt y Môr beyond. Commercial shipping/ferries en route to/from Merseyside ports is a constant feature of the wider seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.125 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 28% (21°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, beyond the existing offshore wind farms, set within a seascape animated by commercial shipping/ferries en route to/from Merseyside. At 44.3km, the Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.126 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront, beach, or Access Land at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 44km.
- 26.10.3.127 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.128 The views/visual amenity of people at this viewpoint is deemed to be of high value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high to medium**.

Significance of the effect

- 26.10.3.129 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high to medium. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.130 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront, beach or Access Land at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result

from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.131 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.132 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high to medium**.

Significance of the effect

26.10.3.133 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 50km offshore, is deemed to be negligible. The sensitivity of the receptor is high to medium. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 13 – Sefton Coastal Footpath at Massam's Slack/Ainsdale National Nature Reserve, Formby

26.10.3.134 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.135 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.136 Located on a public seafront/beach near Sefton Coastal Path. A shoreline panorama looking west from Ainsdale National Nature Reserve within the settled coastal landscape of NCA 57 Sefton Coast. The characteristic gently shelving sandy shore is visible in the foreground with MCA 34 Blackpool Coastal Waters and Ribble Estuary making up the middle/background seascape. Burbo Bank operational offshore windfarm is visible on the near horizon on the left with Gwynt y Môr beyond. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.137 Fieldwork and analysis of the visualisation indicates distant visibility of the Mona Array Area occupying approximately 34% (25°) of the 75° HFOV. The wind turbines would be visible on the distant horizon, set within a seascape animated by existing offshore wind farms (e.g. Burbo Bank) and commercial shipping/ferries en route to/from Merseyside. At 40.2km, the Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.138 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront, beach, or Access Land at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 40km.

26.10.3.139 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.140 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.141 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.142 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.143 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.144 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.145 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 40km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 15 – Blackpool North Pier

26.10.3.146 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.147 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.148 Located on a public seafront/pier. A framed panorama from Blackpool North Pier looking west out over MCA 34 Blackpool Coastal Waters and Ribble Estuary forming the middle/background seascape in the view. An iconic Victorian resort seafront set within an urban coastal landscape context, located within NCA 32 Lancashire and Amounderness Plain. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.149 Fieldwork and analysis of the visualisation indicates distant visibility of the Mona Array Area occupying approximately 45% (34°) of the 75° HFoV. The turbines would be visible on the distant horizon, set within an open seascape relatively free of offshore infrastructure. At close to 46km, the Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.150 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront/pier at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 46km.

26.10.3.151 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.152 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.153 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.154 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront/pier at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.155 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.156 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.157 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 46km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 18 – Herring Tower trig point, Langness Peninsula, Isle of Man

26.10.3.158 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.159 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.160 Located on a PROW at local landmark. Wide coastal panorama looking east from Langness Peninsula across MCA A Dreswick Point to Maughold Head, Isle of Man Southeast Inshore Waters (RPS defined). A rocky, relatively undeveloped coast. The inshore waters are animated by coastal commercial shipping/ferries, fishing vessels and recreational sailing. The west edge of Walney offshore wind farm (Walney Extension) is visible on the far horizon in the most favourable conditions. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.161 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 31% (23°) of the 75° HFoV. The turbines would be visible on the distant horizon, set within a seascape occasionally animated by commercial shipping/ferries. At 44.6km, the Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.162 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the PROW at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table

26.14) within the Mona Array Area situated offshore at distances of approximately 45km.

26.10.3.163 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.164 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.165 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.166 A visual impact will potentially arise at this viewpoint which is representative of people using the PROW at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.167 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.168 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.169 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 45km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 19 – Panoramic viewpoint at Arch southwest of Douglas Head, Isle of Man

26.10.3.170 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.171 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.172 Located at a public binocular viewpoint. Broad panorama looking east across Douglas Bay fringed by Douglas settlement. MCA A Dreswick Point to Maughold Head, Isle of Man Southeast Inshore Waters (RPS defined) form wider seascape. The adjacent inshore waters are animated by coastal commercial shipping, mainland ferries, fishing vessels and recreational sailing. The west edge of Walney offshore wind farm (Walney Extension) is visible on the far horizon left of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.173 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 27% (21°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, appearing further away than the existing Walney Extension, set within a seascape animated by commercial shipping/ferries. At 42.6km, the Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.174 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at the public binocular viewpoint and this part of Douglas Head. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 43km.

26.10.3.175 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.176 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.177 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.178 A visual impact will potentially arise at this viewpoint which is representative of people at the public binocular viewpoint and this part of Douglas Head due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.179 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.180 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.181 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 43km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse** which is not significant.

Assessment of effects experienced by people at representative viewpoint 21 – Liverpool to Dublin (Ireland) ferry

26.10.3.182 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.183 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.184 Representative 360° view within/across MCA 04 North Wales Open Waters/SCA 28 Northeast of Anglesey. Located approximately 8km south of the Mona Array Area, 15km north of Great Orme and 30km east of Point Lynas, Anglesey. The North Wales coast with Eryri mountain range beyond is visible to the south; on good days the north coast of Anglesey is in view further to the west. The Isle of Man is a distant presence on the horizon to the Northwest in the most favourable conditions. Gwynt y Môr offshore wind farm lies 10km to the east with oil and gas infrastructure Burbo Banks visible beyond. The ferry route passes through/close to the north of these offshore wind farm groups, the influence of which diminishes further west travelling towards Dublin and vice versa on the return journey. Commercial shipping en route to/from Merseyside ports (some vessels moored waiting for Liverpool pilot) is a constant feature of the seascape at this point, and of the ferry route. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.185 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 102% (77°) of the 75° HFoV. The closest turbine would be approximately 8km distant. Views to the west, south and east would remain unchanged.

Construction and decommissioning phases

Magnitude of impact

26.10.3.186 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of ferry passengers in transit at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area, the closest turbine being situated approximately 8km away.

26.10.3.187 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **medium to low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.188 The views/visual amenity of people (ferry passengers in transit) at this viewpoint is deemed to be of medium value and medium susceptibility to the proposed. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

26.10.3.189 Overall, the magnitude of the visual impact experienced by ferry passengers in transit at this location during construction and decommissioning is deemed to be medium/low development and the sensitivity of the receptor is medium. The effects will be **minor to moderate adverse**, which are not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Operations and maintenance phase

Magnitude of impact

26.10.3.190 A visual impact will potentially arise at this viewpoint which is representative of ferry passengers in transit at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape in one direction.

26.10.3.191 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.192 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium**.

Significance of the effect

26.10.3.193 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by ferry passengers in transit at this location, approximately 8km from the closest turbine, is deemed to be medium. The sensitivity of the receptor is medium. The effect will be **moderate adverse**, which is not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Assessment of effects experienced by people at representative viewpoint 22 – Liverpool to Douglas (Isle of Man) ferry

26.10.3.194 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.195 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.196 Representative 360° view approximately 9km northeast of the Mona Array Area about halfway between Liverpool and Douglas. West of Duddon Sands and Walney offshore wind farms feature in views to the northeast. Static sea infrastructure and offshore wind farms (incl. Gwynt y Môr) off north Wales coast are visible to the south. Isle of Man barely discernible on the horizon to the Northwest. The representative viewpoint location coincides with the north part of the Mona Array Area. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.197 Mona Array Area is located to the south/west of the ferry route at this point. The MDS would extend outside the visualisation, occupying around 156% (117°) of the 75° HFoV. The closest wind turbine would be approximately 9km distant. Views to the north and east would remain unchanged.

Construction and decommissioning phases

Magnitude of impact

26.10.3.198 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of ferry passengers in transit at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area, the closest turbine being situated approximately 9km away.

26.10.3.199 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **medium to low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.200 The views/visual amenity of people (ferry passengers in transit) at this viewpoint is deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

26.10.3.201 Overall, the magnitude of the visual impact experienced by ferry passengers in transit at this location during construction and decommissioning is deemed to be medium/low and the sensitivity of the receptor is medium. The effects will be **minor to moderate adverse**, which are not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Operations and maintenance phase

Magnitude of impact

26.10.3.202 A visual impact will potentially arise at this viewpoint which is representative of ferry passengers in transit at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape in one direction.

26.10.3.203 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.204 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium**.

Significance of the effect

26.10.3.205 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by ferry passengers in transit at this location, approximately 9km from the closest turbine, is deemed to be medium. The sensitivity of the receptor is medium. The effect will be **moderate adverse**, which is not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Assessment of effects experienced by people at representative viewpoint 23 – Heysham to Douglas (Isle of Man) ferry

26.10.3.206 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.207 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.208 Representative 360° view approximately 28.8km northeast of the Mona Array Area about halfway between Heysham and Douglas. West of Duddon Sands and Walney offshore wind farms form a constant feature within the seascape to the north for much of the middle section of the ferry journey. Static marine infrastructure is visible to the

south where the Mona array is proposed to be located. The North Wales coast offshore wind farms are only discernible in very clear conditions at long distance. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.209 Mona Array Area is located to the south/west of the ferry route at this point. All the wind turbines would be visible to the southwest in favourable conditions/visibility at approximately 29km distance. Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 70% (52°) of the 75° HFoV. Views to the north and east would remain unchanged.

Construction and decommissioning phases

Magnitude of impact

26.10.3.210 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of ferry passengers in transit at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area, the closest turbine being situated approximately 29km away.

26.10.3.211 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.212 The views/visual amenity of people (ferry passengers in transit) at this viewpoint is deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

26.10.3.213 Overall, the magnitude of the visual impact experienced by ferry passengers in transit at this location during construction and decommissioning is deemed to be medium/low and the sensitivity of the receptor is medium. The effects will be **negligible to minor adverse**, which are not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Operations and maintenance phase

Magnitude of impact

26.10.3.214 A visual impact will potentially arise at this viewpoint which is representative of ferry passengers in transit at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some

or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape in one direction.

26.10.3.215 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.216 The sensitivity of the views/visual amenity at this viewpoint is as set out for the construction and decommissioning phases, namely **medium**.

Significance of the effect

26.10.3.217 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by ferry passengers in transit at this location, approximately 29km from the closest turbine, is deemed to be low. The sensitivity of the receptor is medium. The effect will be **minor adverse**, which is not significant. This assessment considers that ferry passengers in transit are generally confined to the cabin/interior of the vessel.

Assessment of effects experienced by people at representative viewpoint 24 – Bull Bay, Amlwch

26.10.3.218 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.219 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.220 Located on Wales Coast Path in Access Land/Open Country within Anglesey AONB. A coastal panorama looking northeast across Bull Bay from LCA 1 Anglesey Coast and coterminous SCA 8 Amlwch and Cemaes visible in the fore/middle grounds. MCA 04 North Wales Open Waters/MCA 05 Northwest Anglesey Open Waters and SCA 28 Northeast Anglesey/SCA 29 North of Anglesey make up the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.221 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 54% (41°) of the 75° HFoV. The wind turbines

would be seen at 31.4km on the horizon as part of the wide coastal panorama set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.222 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Wales Coast Path or Access Land/Open Country within Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 31km.

26.10.3.223 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.224 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.225 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low/negligible and the sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.226 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.227 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.228 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.229 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 31km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 25 – Moelfre headland

26.10.3.230 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets (as summarised in Table 26.14).

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.231 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.232 Located on Wales Coast Path in Access Land/Open Country within Anglesey AONB. A coastal panorama comprising LCA 1 Anglesey Coast and the coterminous SCA 7 Dulas Bay/SCA 6 Red Wharf Bay to Moelfre/MCA 03 Red Wharf Bay to Conwy Bay in the fore/middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey forms the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.233 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 52% (39°) of the 75° HFoV. The wind turbines would be seen on the horizon at 32km as part of the broad coastal panorama set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.234 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Wales Coast Path or Access Land/Open Country within Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 32km.

26.10.3.235 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.236 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.237 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.238 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.239 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.240 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.241 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 32km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 26 – Yr Arwydd trig point, near Mynydd Bodafon

26.10.3.242 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets (as summarised in Table 26.14).

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.243 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.244 Located in Access Land/Open Country within Anglesey AONB. A sweeping, inland panorama looking northeast comprising LCA 1 Anglesey Coast and the overlapping SCA 7 Dulas Bay/MCA and 03 Red Wharf Bay to Conwy Bay in the fore and middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast of Anglesey make up in the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.245 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area at 35.4km occupying approximately 49% (37°) of the 75° HFoV. The wind turbines would be seen as part of the wide inland panorama, on the horizon set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.246 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment

activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 35km.

26.10.3.247 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.248 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.249 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.250 A visual impact will potentially arise at this viewpoint which is representative of people at/using Access Land/Open Country within Anglesey AONB at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.251 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.252 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.253 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 35km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 27 – Benllech

26.10.3.254 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.255 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.256 Located on a public seafront/beach within Benllech settlement. A partly built-up coastal panorama looking northeast across Red Wharf Bay comprising LCA 1 Anglesey Coast and the coterminous SCA 6 Red Wharf Bay to Moelfre, and MCA 03 Red Wharf Bay to Conwy Bay in the fore and middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey forms the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.257 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 47% (35°) of the 75° HFoV. The wind turbines would be seen at 35.7km as part of the coastal panorama, on the horizon, set within a seascape animated by commercial shipping/ferries. At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.258 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront/beach at Benllech. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 36km.

26.10.3.259 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.260 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.261 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.262 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront/beach at Benllech due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.263 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.264 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.265 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 36km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 28 – Penmon Point

26.10.3.266 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets (as summarised in Table 26.14):

- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.267 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.268 Located on Wales Coast Path at Penmon Point Beach within Anglesey AONB. A coastal panorama looking north from the northeast tip of Anglesey. LCA 1 Anglesey Coast and the adjacent SCA 5 Penmon/SCA 6 Red Wharf Bay to Moelfre/MCA 03 Red Wharf Bay to Conwy Bay make up the fore and middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey forms the background seascape. Penmon Lighthouse and Puffin Island are conspicuous landmarks and visual foci nearby. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.269 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area at 33.1km occupying approximately 48% (36°) of the 75° HFoV. The turbines would be seen on the horizon as part of the coastal panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the east (e.g. Gwynt y Môr). At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.270 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people on Wales Coast Path at Penmon Point Beach within Anglesey AONB. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 33km.

26.10.3.271 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.272 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.273 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.274 A visual impact will potentially arise at this viewpoint which is representative of people on Wales Coast Path at Penmon Point Beach within Anglesey AONB due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.275 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.276 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.277 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 33km offshore, is deemed to be low. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 29 – Base of Moel Wnion

26.10.3.278 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.279 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.280 Located on North Wales Path in Access Land/Open Country within Eryri National Park. An elevated panorama looking north across Conwy Bay with LCA 3 Arfon in the foreground. The enclosed tidal waters in the middle ground comprise SCA 2 Conwy estuary/SCA3 Conwy Bay/MCA 03 Red Wharf Bay to Conwy Bay. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey form the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.281 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 38% (29°) of the 75° HFoV. The wind turbines would be seen on the horizon as part of the elevated coastal panorama set within a distant seascape animated by commercial shipping/ferries. At 43.5km, Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately. 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.282 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using North Wales Path or Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 44km.

26.10.3.283 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.284 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.285 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.286 A visual impact will potentially arise at this viewpoint which is representative of people using North Wales Path or Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.287 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.288 The sensitivity of the views/visual amenity at this viewpoint is as set out for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.289 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 44km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 30 – Garreg Fawr

- 26.10.3.290 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.3.291 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.292 Located on North Wales Path in Access Land/Open Country within Eryri National Park. An elevated, framed panorama looking north across Conwy Bay with the east-facing slopes of LCA 6 Eryri descending to LCA 3 Arfon in the foreground. The enclosed estuarine waters in the middle ground constitute SCA 2 Conwy

Estuary/SCA3 Conwy Bay/MCA 03 Red Wharf Bay to Conwy Bay. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey form the background seascape partially masked by the rising landform of Garreg Fawr right of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.293 Fieldwork and analysis of the visualisation indicates partial visibility of the Mona Array Area in the distance occupying approximately 15% (12°) of the 75° HFoV, seen on the horizon as part of the elevated estuarine panorama, set within a distant seascape animated by commercial shipping/ferries. At a distance of 40.3km, Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.294 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using North Wales Path or Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within part of the Mona Array Area situated offshore at distances of approximately 40km.
- 26.10.3.295 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.296 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.3.297 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.298 A visual impact will potentially arise at this viewpoint which is representative of people using North Wales Path or Access Land/Open Country within Eryri National Park at

this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from partial visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.299 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.300 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.301 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 40km offshore, is deemed to be low to negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 31 – Tal y Fan

26.10.3.302 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.303 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.304 Located at the summit of Tal y Fan in Access Land/Open Country within Eryri National Park. A sweeping, inland panorama looking north across the north peaks and slopes within Eryri National Park with the distinctive Great Orme Head standing out right of centre frame. The expansive view encompasses LCA 6 Eryri and MCA 03 Red Wharf Bay to Conwy Bay/SCA 2 Conwy Bay in the fore and middle grounds. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey make up the seascape background. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.305 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 41% (30°) of the 75° HFoV. The wind turbines would be seen on the horizon as part of the elevated inland panorama set within a distant seascape animated by commercial shipping/ferries with existing offshore wind farms visible towards the east (e.g. Gwynt y Môr, Rhyl Flats and North Hoyle). At 40.4km, the Mona Array Area would only be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.306 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 40km.

26.10.3.307 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.308 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.309 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.310 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.311 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.312 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.313 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 40km offshore, is deemed to be low to negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 32 – Foel Lus

26.10.3.314 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.315 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.316 Located at the summit of Foel Lus in Access Land/Open Country within Eryri National Park. An elevated, coastal panorama looking north from the north edge of Eryri National Park across Conwy Bay. Great Orme's Head and Little Orme are visible on the right framing Llandudno settlement in between. The broad view encompasses LCA 6 Eryri and MCA 03 Red Wharf Bay to Conwy Bay/SCA 2 Conwy Bay in the fore and middle grounds. LCA 8 Colwyn and North Coastline and MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey make up the coast and seascape in the background. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.317 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 44% (33°) of the 75° HFoV. The wind turbines would be seen on the horizon as part of the elevated coastal panorama set within a distant seascape animated by commercial shipping/ferries with existing offshore wind farms visible towards the east (e.g. Gwynt y Môr, Rhyl Flats and North Hoyle). At

36.8km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.318 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array area situated offshore at distances of approximately 37km.

26.10.3.319 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.320 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.321 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.322 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.323 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.324 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.325 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 37km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse** which is not significant.

Assessment of effects experienced by people at representative viewpoint 33 – Conwy Mountain

26.10.3.326 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.327 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.328 Located at the summit of Conwy Mountain in Access Land/Open Country within Eryri National Park. An elevated, coastal panorama at the north edge of Eryri National Park looking north across Conwy Bay. Part of Conwy settlement is visible with Llandudno framed by Great Orme's Head and Little Orme beyond. The view encompasses LCA 6 Eryri and MCA 03 Red Wharf Bay to Conwy Bay/SCA 2 Conwy Bay in the fore and middle grounds. LCA 8 Colwyn and North Coastline and MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey make up the coast and seascape in the background. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.329 Analysis of the visualisation supported by fieldwork indicates distant visibility of the Mona Array Area occupying approximately 46% (34°) of the 75° HFoV. The wind turbines would be seen on the horizon as part of the elevated coastal panorama set within a distant seascape animated by commercial shipping/ferries with existing offshore wind farms visible towards the east (e.g. Gwynt y Môr, Rhyl Flats and North Hoyle). At 35.1km, the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.330 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements (described in Table 26.14) within the Mona Array Area situated offshore at distances of approximately 35km.

26.10.3.331 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.332 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.333 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.334 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (as described in Table 26.14, namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.335 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.336 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.337 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 35km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 34 – Little Orme

26.10.3.338 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.339 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.340 Located in Access Land/Open Country near Wales Coast Path. An elevated, coastal panorama looking north encompassing LCA 8 Colwyn and North Coastline in the immediate foreground, and SCA 28 Northeast Anglesey/MCA 03 Red Wharf Bay to Conwy Bay and MCA 02 Colwyn Bay and Rhyl Flats comprising the fore/middle ground seascape. MCA 04 North Wales Open Waters makes up the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.341 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 49% (37°) of the 75° HFoV. The wind turbines would be seen at 30.4km on the horizon as part of the broad panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the east (e.g. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank). At this distance the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.342 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country at this location. This will be caused by visibility of the erection and dismantling of the wind

turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 30km.

26.10.3.343 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.344 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.345 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effect will be **minor adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.346 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.347 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.348 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.349 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 30km offshore, is deemed to be low to negligible. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 35 – Bryn Euryn Nature Reserve

26.10.3.350 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.351 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.352 Located in Bryn Euryn Nature Reserve. A coastal panorama looking north across the settled LCA 8 Colwyn and North Coastline with Rhos on Sea and Penrhyn Bay in the fore/middle ground. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. Parts of Gwynt y Môr and Rhyl Flats offshore wind farms are visible on the horizon right of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.353 Analysis of the visualisation supported by fieldwork indicates distant visibility of part of the Mona Array Area occupying approximately 45% (34°) of the 75° HFoV. The wind turbines would be seen on the horizon, set within a distant seascape containing existing offshore wind farms, closer towards the east (e.g. Gwynt y Môr, Rhyl Flats) and animated by commercial shipping/ferries. At 33km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.354 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 35km.

26.10.3.355 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.356 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.357 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.358 A visual impact will potentially arise at this viewpoint which is representative of people using Access Land/Open Country within Eryri National Park at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.359 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.360 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.361 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 35km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 36 – Bryn y Maen

26.10.3.362 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.363 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.364 High point on the public footpath to the south of Cilgwyn Mawr. An inland panorama looking north towards the coast from LCA 9 Rhos Hills across LCA 8 Colwyn and North Coastline in the middle ground. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. Gwynt y Môr and Rhyl Flats offshore wind farms are visible on the horizon right of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.365 Fieldwork and analysis of the visualisation indicates distant visibility of part of the Mona Array Area occupying approximately 40% (30°) of the 75° HFoV. The wind turbines would be seen on the horizon, set within a distant seascape containing existing offshore wind farms, closer towards the east (e.g. Gwynt y Môr, Rhyl Flats) and animated by commercial shipping/ferries. At 37.4km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.366 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the public footpath at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 37km.

26.10.3.367 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.368 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.369 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the

sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.370 A visual impact will potentially arise at this viewpoint which is representative of people using the public footpath at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.371 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.372 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.373 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 37km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 37 – Pen-y- Cordyyn-Mawr

26.10.3.374 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.375 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.376 Located in Access Land/Open Country. A framed, coastal view looking north from within LCA 8 Colwyn and North Coastline making up the foreground with Llandulas

visible on the coastal plain. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. Parts of Gwynt y Môr and Rhyl Flats offshore wind farms are visible on the near horizon right of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.377 Analysis of the visualisation supported by fieldwork indicates distant visibility of part of the Mona Array Area occupying approximately 38% (28°) of the 75° HFOV. The wind turbines would be seen on the horizon, set within a distant seascape containing existing offshore wind farms, closer towards the east (e.g. Gwynt y Môr, Rhyl Flats) and animated by commercial shipping/ferries. At 36.6km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.378 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the Access Land/Open Country at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 37km.

26.10.3.379 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.380 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.381 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.382 A visual impact will potentially arise at this viewpoint which is representative of people using the Access Land/Open Country at this location due to the operations and

maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.383 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.384 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.385 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 37km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 38 – Moelfre Isaf

26.10.3.386 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.387 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.388 Located on a PROW. An inland panorama from LCA 9 Rhos Hills looking north towards the coast across LCA 8 Colwyn and North Coastline in the middle ground. Abergele is visible on the coastal plain. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms are visible on the horizon extending from centre to right of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.389 Fieldwork and analysis of the visualisation indicates distant visibility of a very small portion of the Mona Array Area occupying approximately 22% (16°) of the 75° HFoV. The wind turbines would be seen on the horizon, set within a distant seascape containing existing offshore wind farms, closer towards the east (e.g. Gwynt y Môr, Rhyl Flats) and animated by commercial shipping/ferries. At 40.4km, the Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.390 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the PROW at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within part of the Mona Array Area situated offshore at distances of approximately 40km.

26.10.3.391 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.392 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.393 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.394 A visual impact will potentially arise at this viewpoint which is representative of people using the PROW at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from partial visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.395 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.396 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.397 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 40km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 39 – Prestatyn Hillside

26.10.3.398 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.399 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.400 Located on Offa's Dyke Path National Trail. An elevated, view looking north across the settled coastal plain from within LCA 8 Colwyn and North Coastline at the north edge of the Clwydian Range AONB. Prestatyn is visible immediately in the foreground. MCA 02 Colwyn Bay and Rhyl Flats/MCA 04 North Wales Open Waters form the background seascape. Gwynt y Môr, Rhyl Flats, North Hoyle and Burbo Bank offshore wind farms extend across much of the seaward view. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.401 Analysis of the visualisation supported by fieldwork indicates distant visibility of part of the Mona Array Area occupying approximately 31% (23°) of the 75° HFoV. The wind turbines would be seen on the horizon, set within a distant seascape containing existing offshore wind farms, closer towards the east (e.g. Gwynt y Môr, Rhyl Flats) and animated by commercial shipping/ferries. At 37.3km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately

70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.402 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Offa's Dyke Path National Trail at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 37km.

26.10.3.403 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.404 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.405 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.406 A visual impact will potentially arise at this viewpoint which is representative of people using Offa's Dyke Path National Trail at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.407 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.408 The sensitivity of the views/visual amenity at this viewpoint is as set out above, for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.409 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 37km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 40 – Point of Ayr

26.10.3.410 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.411 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.412 Located on Wales Coast Path and a public seafront/beach. A shoreline panorama looking Northwest across MCA 01 Dee Estuary (Wales)/MCA 36 Dee Estuary and Estuaries and Coastal Waters in the fore/middle ground and MCA 04 North Wales Open Waters/MCA 35 Inner Liverpool Bay forming the background seascape. North Hoyle operational offshore windfarm is visible on the near horizon with Gwynt y Môr and Rhyl Flats beyond. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.413 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 28% (21°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, beyond the existing offshore wind farms, set within a seascape animated by commercial shipping/ferries en route to/from Merseyside. At 37.6km, Mona Array Area would be visible in the favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.414 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Wales Coast Path and the seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within part of the Mona Array Area situated offshore at distances of approximately 38km.
- 26.10.3.415 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.416 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.3.417 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.418 A visual impact will potentially arise at this viewpoint which is representative of people using Wales Coast Path and the seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from partial visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the rotating wind turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.419 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.420 The sensitivity of the views/visual amenity at this viewpoint is as set out for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.421 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 38km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 41 – Southport Pier

- 26.10.3.422 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.

- 26.10.3.423 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.424 Located on a public pier/seafront. A shoreline panorama looking west across MCA 34 Blackpool Coastal Waters and Ribble Estuary the fore/middle ground and MCA 38 Irish Sea South (England) forming the background seascape. Burbo Bank operational offshore windfarm is visible on the far horizon left of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.425 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 36% (27°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, set within a seascape animated to varying degrees by commercial shipping/ferries and other craft. At 45.1km, Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approx. 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.426 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the pier/seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within part of the Mona Array Area situated offshore at distances of approximately 45km.

26.10.3.427 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.428 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.429 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.430 A visual impact will potentially arise at this viewpoint which is representative of people using the pier/seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from partial visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.431 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.432 The sensitivity of the views/visual amenity at this viewpoint is as set out for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.433 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 45km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 43 – Car park/beach front at Old Laxey, Isle of Man

26.10.3.434 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all of the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.435 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.436 Located on a public seafront/beach. Framed, southeast view from the enclosed Laxey Bay looking out across MCA A Dreswick Point to Maughold Head, Isle of Man Southeast Inshore Waters (RPS defined). The coast beyond Laxey itself is relatively undeveloped. The inshore waters are animated by coastal commercial shipping/ferries, fishing vessels and recreational sailing. The west edge of Walney offshore wind farm (Walney Extension) is visible on the far horizon. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.437 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 23% (17°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, beyond the existing offshore wind farms, set within a seascape animated by commercial shipping/ferries en route to/from Merseyside. At 47.1km, Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approximately 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.438 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within part of the Mona Array Area situated offshore at distances of approximately 47km.

26.10.3.439 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.440 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.441 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.10.3.442 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from partial visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.443 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.444 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.445 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 47km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 47 – Llanfairfechan seafront

26.10.3.446 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)

- Four OSPs
- Construction and service vessels/helicopters.

26.10.3.447 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

26.10.3.448 Located on a public seafront/beach. Coastal panorama looking northeast across Conwy Bay, framed to the east by steep slopes of LCA 6 Eryri dropping into the sea. Great Orme's Head is visible on the horizon right of centre frame. The tidal waters in the fore/middle ground comprise SCA 2 Conwy estuary/SCA3 Conwy Bay/MCA 03 Red Wharf Bay to Conwy Bay. MCA 04 North Wales Open Waters/SCA 28 Northeast Anglesey make up the background seascape. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.10.3.449 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 43% (32°) of the 75° HFoV. The wind turbines would be visible on the distant horizon to the left of Great Orme's Head, set within a seascape animated by commercial shipping/ferries en route to/from Merseyside. At 38km, Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately 70% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

26.10.3.450 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using the seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 38km.

26.10.3.451 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.10.3.452 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.10.3.453 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the

sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.454 A visual impact will potentially arise at this viewpoint which is representative of people using the seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.455 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.456 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.457 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 38km offshore, is deemed to be low/negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 48 – Llandudno promenade

- 26.10.3.458 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:

- 68 wind turbines (324m maximum blade-tip height)
- Four OSPs
- Construction and service vessels/helicopters.

- 26.10.3.459 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.460 Located on Llandudno seafront. A seafront panorama from Llandudno promenade looking north across Ormes Bay, framed by Great Orme's Head on the left and Little

Orme on the right. The seascape comprises MCA 02 Colwyn Bay and Rhyl Flats in the middle ground with MCA 04 North Wales Open Waters forming the background. Parts of Rhyl Flats and Gwynt y Môr are visible on the horizon on the right. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.461 Fieldwork and analysis of the visualisation indicates visibility of the Mona Array Area in the distance occupying approximately 50% (37°) of the 75° HFoV. The wind turbines would be seen on the horizon as part of the broad panorama set within a seascape animated by commercial shipping/ferries with existing offshore wind farms visible in the distance to the northeast (e.g. Gwynt y Môr, Rhyl Flats). At an approximate distance of 30.8km Mona Array Area would be visible in favourable conditions (i.e. very good visibility 20km to 40km approximately. 70% of the year). The turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.462 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Llandudno promenade and seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within the Mona Array Area situated offshore at distances of approximately 31km.
- 26.10.3.463 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.464 The views/visual amenity of people at this viewpoint is deemed to be of high value and very high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**. This assessment reflects the popularity of the viewpoint and the importance of the location in terms of recreation and local tourism.

Significance of the effect

- 26.10.3.465 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.466 A visual impact will potentially arise at this viewpoint which is representative of people using Llandudno promenade and seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will result from visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.
- 26.10.3.467 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.10.3.468 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.10.3.469 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 31km offshore, is deemed to be low. The sensitivity of the receptor is high. The effect will be **moderate adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 49 – Douglas promenade

- 26.10.3.470 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of Mona Array Area. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project generation assets:
- 68 wind turbines (324m maximum blade-tip height)
 - Four OSPs
 - Construction and service vessels/helicopters.
- 26.10.3.471 The impacts will be generated by both static and moving elements of the components which will affect the views/visual amenity of people at this viewpoint.

Summary of visual baseline

- 26.10.3.472 Located on a public seafront/beach. Framed, southeast panorama from Douglas promenade looking out across the enclosed Douglas Bay with MCA A Dreswick Point to Maughold Head, Isle of Man Southeast Inshore Waters (RPS defined) forming wider seascape. Douglas settlement extends around the enclosing coastline/headlands. Douglas Bay and adjacent inshore waters are animated by coastal commercial

shipping/ferries, mainland ferries, fishing vessels and recreational sailing. The west edge of Walney offshore wind farm (Walney Extension) is visible on the far horizon left of frame. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.10.3.473 Analysis of the visualisation supported by fieldwork indicates visibility of the Mona Array Area in the distance occupying approximately 26% (19°) of the 75° HFoV. The wind turbines would be visible on the distant horizon, appearing further away than the existing Walney Extension, set within a seascape animated by commercial shipping/ferries. At 44.4km, Mona Array Area would only be visible in the most favourable conditions (i.e. excellent visibility >40km approx. 28% of the year). The wind turbines would be difficult to discern (or not visible) at other times of the year.

Construction and decommissioning phases

Magnitude of impact

- 26.10.3.474 An impact will potentially arise during construction and decommissioning at this viewpoint which is representative of people using Douglas promenade and seafront/beach at this location. This will be caused by visibility of the erection and dismantling of the wind turbines and OSPs and the associated vessel and equipment activities/movements within part of the Mona Array Area situated offshore at distances of approximately 44km.
- 26.10.3.475 The impact is predicted to be of local/regional spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.10.3.476 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.10.3.477 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.10.3.478 A visual impact will potentially arise at this viewpoint which is representative of people using Douglas promenade and seafront/beach at this location due to the operations and maintenance of Mona Offshore Wind Project generation assets. The impact will

result from partial visibility of both moving and static project components occupying the Mona Array Area (namely: some or all of the turbines and service vessels/helicopters, and the stationary OSPs) which has the potential to affect peoples' appreciation of the surrounding seascape/landscape.

26.10.3.479 The impact is predicted to be of local/regional spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.10.3.480 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.10.3.481 Overall, the magnitude of visual impact caused by the Mona Offshore Wind Project generation assets during operations and maintenance, experienced by people at this viewpoint, situated at an approximate distance of 44km offshore, is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

26.11 Cumulative effect assessment methodology

26.11.1 Methodology

26.11.1.1 The Cumulative Effects Assessment (CEA) takes into account the impact associated with the Mona Offshore Wind Project together with other projects and plans. The projects and plans selected as relevant to the CEA presented within this chapter are based upon the results of a screening exercise (see volume 5, annex 5.3: CEA screening matrix of the PEIR). Each project has been considered on a case-by-case basis for screening in or out of this chapter's assessment based upon data confidence, effect-receptor pathways and the spatial/temporal scales involved.

26.11.1.2 The seascape, landscape and visual resources CEA methodology has followed the methodology set out in volume 1, chapter 5: EIA methodology of the PEIR. As part of the assessment, all projects and plans considered alongside the Mona Offshore Wind Project have been allocated into 'tiers' reflecting their current stage within the planning and development process, these are listed below.

26.11.1.3 A tiered approach to the assessment has been adopted, as follows:

- Tier 1
 - Under construction
 - Permitted application
 - Submitted application
 - Those currently operational that were not operational when baseline data were collected, and/or those that are operational but have an ongoing impact.
- Tier 2

- Scoping report has been submitted
- Tier 3
 - Scoping report has not been submitted
 - Identified in the relevant Development Plan
 - Identified in other plans and programmes.

26.11.1.4 This tiered approach is adopted to provide a clear assessment of the Mona Offshore Wind Project alongside other projects, plans and activities.

26.11.1.5 The specific projects, plans and activities scoped into the CEA, are outlined in Table 26.18

Types of cumulative effects

26.11.1.6 The LI and IEMA (GLVIA3) guidance on assessing cumulative seascape, landscape and visual effects uses the definition used in GLVIA2 (LI and IEMA 2002). Cumulative seascape, landscape and visual effects *'result from additional changes to the landscape and visual amenity caused by the proposed development in conjunction with other developments (associated with or separate to it), or actions that occurred in the past, present or are likely to occur in the foreseeable future'* (GLVIA3, paragraph 7.2).

26.11.1.7 GLVIA3 notes that since GLVIA2 was published *'there has been particular emphasis on exploring the cumulative effects of wind farm development. This results from the number of such schemes requiring assessment and the potentially high level of visibility of these tall structures, which means that cumulative visual effects in particular may be more likely'* (GLVIA3, paragraph 7.3).

26.11.1.8 Guidance from Scotland has led the way in this field, due to the maturity of the wind energy sector in Scotland and SNH (now NatureScot) 2012 guidance was taken forward by the LI in GLVIA3. NatureScot updated its guidance on the Cumulative Landscape and Visual Impact Assessment (CLVIA) effects in March 2021 (Guidance – Assessing the cumulative landscape and visual impact of onshore wind energy developments), this in turn cross-refers back to GLVIA3, section 7. Which explains that the (then) SNH guidance defines cumulative effects as *'the additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments, taken together;'* Specifically:

- Cumulative landscape effects – effects that *'can impact on either the physical fabric or character of the landscape, or any special values attached to it'* (SNH, 2012)
- Cumulative visual effects – effects that *"can be caused by combined visibility, which occurs where the observer is able to see two or more developments from one viewpoint and/or sequential effects which occur when the observer has to move to another viewpoint to see different developments"* (SNH, 2012).

26.11.1.9 GLVIA3 explains that there are many different types of cumulative landscape and visual effects that may need to be considered and that these can include:

- The effects of extensions to an existing development, which intensifies the seascape, landscape or visual effects of the original development

- The ‘filling’ of an area with either the same or a different type of development, which may substantially alter the seascape, landscape resource, views or visual amenity
 - The interaction between different types of development, with different seascape, landscape and visual effects, that may together have a greater effect (than the sum of their parts)
 - Incremental change resulting from successive individual developments such that the combined seascape, landscape or visual effect is significant even though the individual effects may not be
 - Temporal effects that occur when simultaneous and/or successive projects affect seascape, landscape or visual receptors
 - Effects of development that have indirect effects, by enabling other development to follow, or disabling it, by sterilising areas of sea or land
 - Effects resulting from a future action, such as removal of screening vegetation which would reveal a development (GLVIA3, paragraph 7.17).
- 26.11.1.10 Not all of these potential types of cumulative effect are relevant to the Mona Offshore Windfarm Project CEA in all cases. The type of cumulative effects mentioned above, include effects in combination with existing projects, which forms a cumulative baseline. Only those effects with onshore and offshore windfarms will be considered as part of the CEA baseline, as listed in Table 26.18, below.

SLVIA Study area

- 26.11.1.11 The SLVIA study area for the Mona Offshore Wind Project is a 50km buffer from the outer edges of the array area. The CEA study area for offshore windfarms with similar height wind turbines is 100km (50km + 50km study areas). This distance allows for other arrays with similar height wind turbines to be included within the CEA for seascape, landscape and visual resources. The CEA study area for onshore windfarms is 85km (50km + 35km) (see Figure 26.5). The SLVIA study area for onshore windfarms is reduced, as onshore windfarms currently have smaller wind turbines and so the potential impacts will be exerted over a smaller area. For all other cumulative developments, the CEA area has been confined to 50km, (see Figure 26.6).
- 26.11.1.12 For the ES, individual ZTVs will be run for each windfarm located within the respective study areas. Where the ZTV of the existing cumulative schemes overlap with the ZTV of the Mona Array Area, there is the potential for cumulative effects on seascape, landscape and visual resources.

Project types

- 26.11.1.13 The NatureScot 2021 Guidance advises that an assessment of cumulative impacts associated with a specific development proposal should encompass the impacts of the proposal in combination with:
- Existing development, either built or under construction
 - Approved development, awaiting implementation

- Proposals awaiting determination within the planning process, with design information in the public domain. Proposals and design information may be deemed to be in the public domain once than application has been lodged, and the decision-making authority has formally registered the application.

- 26.11.1.14 The long list of cumulative projects for the cumulative seascape, landscape and visual impact assessment, within the SLVIA CEA study area, is set out in volume 3, annex 5.1: Cumulative effects screening matrix of the PEIR.

Cumulative effects assessment - baseline projects

- 26.11.1.15 The existing onshore and offshore windfarm projects and major developments within the respective SLVIA CEA study area (detailed in section 26.11.1.11 above) with the potential to cause cumulative seascape, landscape and visual effects with the Mona Offshore Wind Project are listed below:

Offshore Windfarms

- Barrow (46km from Mona Array Area) 30 wind turbines, 120m to tip
- Burbo Bank (34km from Mona Array Area) 25 wind turbines, 138m to tip
- Burbo Bank Extension (24.5km from Mona Array Area) 32 wind turbines, 187m to tip
- Gwynt y Môr Offshore (14km from Mona Array Area) 160 wind turbines, 138m to tip
- North Hoyle Offshore (24.5km from Mona Array Area) 30 wind turbines, 107m to tip
- Ormonde (41km from Mona Array Area) 30 wind turbines, 153m to tip
- Robin Rigg (98.5km from Mona Array Area) 58 wind turbines, 125m to tip
- Walney 1 (33km from Mona Array Area) 51 wind turbines, 150m to tip
- Walney 2 (31km from Mona Array Area) 51 wind turbines, 150m to tip
- Walney 3 Extension (27.5km from Mona Array Area) 40 wind turbines, 195m to tip
- Walney 4 Extension (27km from Mona Array Area) 47 wind turbines, 188m to tip
- West of Duddon Sands (30.5km from Mona Array Area) 108 wind turbines, 150m to tip.

Onshore Windfarms

- Askam (62.5km from Mona Array Area) seven wind turbines 63.5m to tip
- Bodtjgir (66.3km from Mona Array Area) one wind turbine, 100m to tip
- Brenig (56.5km from Mona Array Area) 16 wind turbines, 110m to tip
- Caton Moor (82.6km from Mona Array Area) eight wind turbines, 90m to tip
- Clocaenog Forest (61kmkm from Mona Array Area) 32 wind turbines, 145m to tip

- Dewlay Cheese Wind Turbine (65.5km from Mona Array Area) one wind turbine, 126m to tip
- Fanny House Farm/Heysham Moss (69km from Mona Array Area) one wind turbine, 110m to tip
- Frodsham Marsh (71km from Mona Array Area) 19 wind turbines, 125m to tip
- Furness/High Winds (Harlock Repowering) (66km from Mona Array Area) five wind turbines, 100m to tip
- Haforty Ucha '2 and 3' (67.5km from Mona Array Area) four wind turbines 86m to tip (max)
- Harlock Hill (65.5km from Mona Array Area) five wind turbines, 92.5m to tip
- Haverigg Extension (57km from Mona Array Area) four wind turbines, 100m to tip
- Haverigg Prison (60km from Mona Array Area) five wind turbines, 121 to tip
- Haverigg Repowering (Haverigg II) (57km from Mona Array Area) five wind turbines, 62.5m to tip
- Heysham South (69km from Mona Array Area) three wind turbines, 125m to tip
- Kingspan (48.5km from Mona Array Area) two wind turbines, 78m to tip
- Kirkby Moor (70km from Mona Array Area) 12 wind turbines, 42m to tip
- Lancaster University (72km from Mona Array Area) one wind turbine, 125m to tip
- Llanbabo (41km from Mona Array Area) 34 wind turbines, 100m to tip (max)
- Mawdesley Moss (61km from Mona Array Area) three wind turbines, 80m to tip
- Moel Maelogan A (51.5km from Mona Array Area) three wind turbines, 80m to tip
- Moel Maelogan A Phase 2 (51.5km from Mona Array Area) nine wind turbines, 85m to tip
- Orchard End (61.5km from Mona Array Area) two wind turbines, 125m to tip
- Pant y Maen (55km from Mona Array Area) eight wind turbines, 102m to tip
- Port of Liverpool (49.5km from Mona Array Area) four wind turbines, 125m to tip
- Promised Land Farm (65km from Mona Array Area) two wind turbines, 77.5m to tip
- Royal Seaforth Dock (46.5km from Mona Array Area) six wind turbines, 90m to tip (max)
- Tir Mostyn (55.5km from Mona Array Area) 25 wind turbines, height unknown
- Trysglwyn (35km from Mona Array Area) 14 wind turbines, 44m to tip
- Wern Ddu (67km from Mona Array Area) four wind turbines, 92.5m to tip
- Ystgellog Farm (34km from Mona Array Area) two wind turbines, 92.5m to tip.

Other major offshore development projects

- 26.11.1.16 Other offshore projects that form part of the baseline, but might have an ongoing cumulative impact include:
- Millom West oil and gas field and platform
 - North Morecambe oil and gas platforms
 - OSI (oil and gas offshore storage installation)
 - South Morecambe oil and gas drilling platforms DP3, DP4, DP6 and DP8
 - South Morecambe FL1
 - Douglas oil and gas drilling area, drilling platform and drilling well (DA, DP and DW)
 - Irish Sea offshore windfarms inter-array and export cable repairs and remediation
 - Routine operational and maintenance activities to wind turbines of offshore windfarms in the Irish Sea
 - Irish Sea North Meteorological Mast and geotechnical survey.

Other major onshore development projects

- 26.11.1.17 Other onshore projects that form part of the baseline, but might have an ongoing impact include:
- Wylfa nuclear power station (Cemaes, Anglesey).

Cumulative effects assessment - proposed projects

- 26.11.1.18 The specific projects, plans and activities scoped in to the CEA, are outlined in Table 26.18 below and shown on Figure 26.5 and Figure 26.6 below.
- 26.11.1.19 Preliminary cumulative ZTVs have been generated for the Mona Array Area in combination with the following proposed offshore windfarm projects, grouped according to the Planning Inspectorate tiers referred to in paragraph 26.11.1.3 above:
- Awel y Môr offshore windfarm project (Tier 1) (Figure 26.8)
 - Morgan Generation Assets (Tier 2) (Figure 26.9)
 - Morecambe offshore windfarm project (Tier 2) (Figure 26.10).
 - Isle of Man offshore windfarm project (Tier 3) (Figure 26.11).

Table 26.18: List of other projects, plans and activities considered within the CEA.

Project/Plan	Status	Distance from the Mona Array Area (km)	Description of project/plan	Dates of construction (if applicable)	Dates of operation (if applicable)	Overlap with the Mona Offshore Wind Project
Tier 1						
Awel y Môr Offshore Windfarm	Submitted	12	Submitted but not determined (at examination at the time of writing); array area shown on Figure 5.2 (volume 1 chapter 5 of the PEIR)	2026-2029	2030-2055	Project construction phase overlaps with Mona Offshore Wind Project construction phase. Project operation and maintenance phase overlaps with Mona Offshore Wind Project operation and maintenance phase.
Deans Lane Wind Turbine (onshore)	Permission granted	60	Awaiting construction	To be confirmed	To be confirmed	To be confirmed
HMS Eaglet, Sefton Street - Wind Turbine (onshore) and Solar Panels	Submitted	54	Submitted 05/09/2022	To be confirmed	To be confirmed	To be confirmed
Rhyd-y-Groes Wind Farm repowering (onshore)	Permission granted	34	Awaiting construction	To be confirmed	To be confirmed	To be confirmed
Tier 2						
Morgan Offshore Wind Project	Scoping	9	PEIR in preparation; array area shown on Figure 5.2 (volume 1 chapter 5 of the PEIR)	2028-2029	2030-2065	Project construction phase overlaps with Mona Offshore Wind Project construction phase. Project operation and maintenance phase overlaps with Mona Offshore Wind Project operation and maintenance phase.
Morecambe Offshore Windfarm Generation Assets	Scoping	5.5	PEIR in preparation; array area shown on Figure 5.2 (volume 1 chapter 5 of the PEIR)	2028-2029	2030-2065	Project construction phase overlaps with Mona Offshore Wind Project construction phase. Project operation and maintenance phase overlaps with Mona Offshore Wind Project operation and maintenance phase.
Morgan/Morecambe offshore windfarm transmission assets (scoping search area)	Scoping	9	Various elements (offshore export cable, offshore substation platforms, landfall, onshore cable route and onshore substation at Penwortham).	2028-2029	2030-2065	Project construction phase overlaps with Mona Offshore Wind Project construction phase. Project operation and maintenance phase overlaps with Mona Offshore Wind Project operation and maintenance phase.
Tier 3						
Isle of Man Offshore Windfarm	Pre-planning	29	Lease agreement in place; lease area shown on Figure 5.2 (volume 1 chapter 5 of the PEIR)	To be confirmed	To be confirmed	To be confirmed

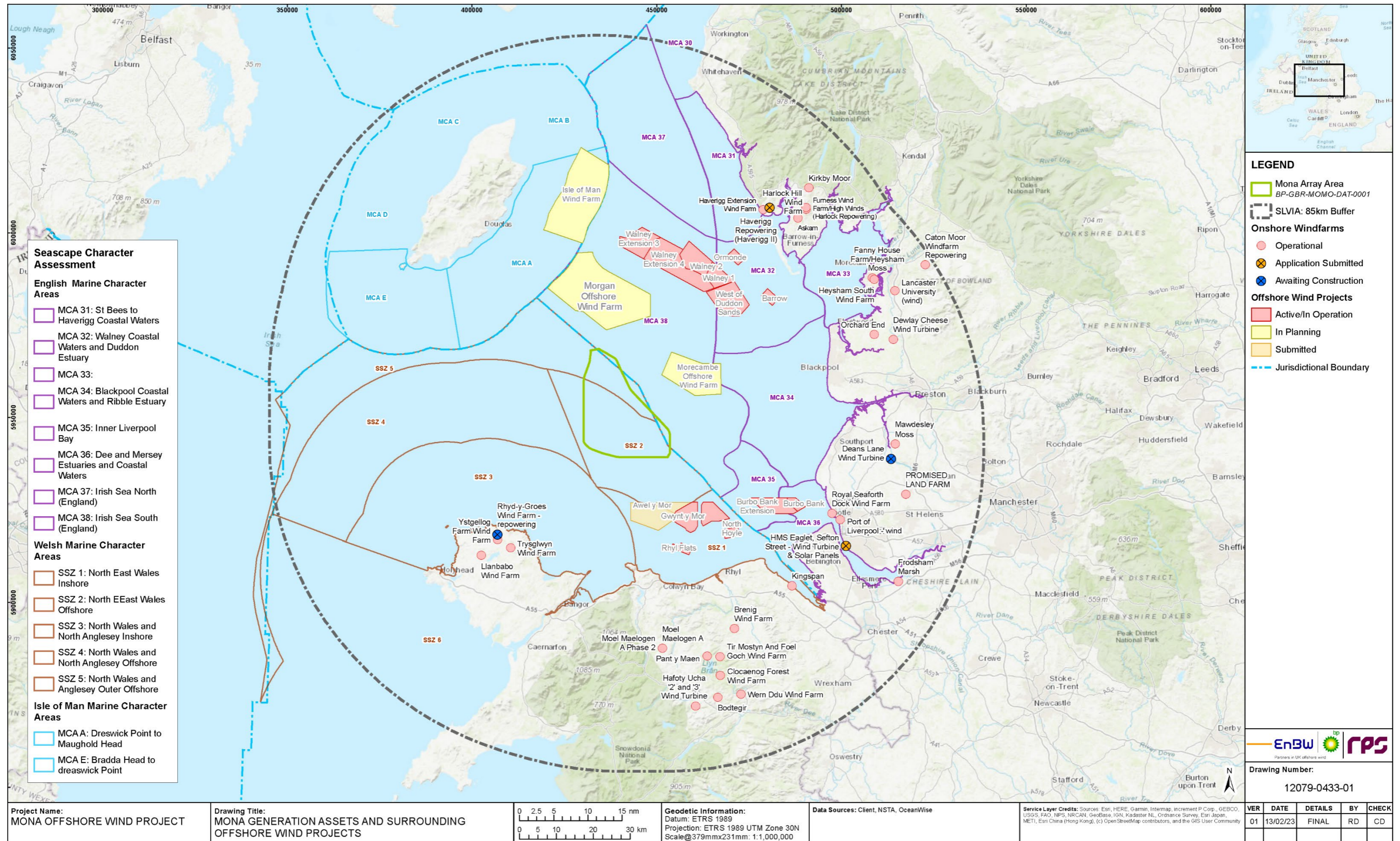


Figure 26.5: Mona Generation Assets and surrounding offshore wind projects.

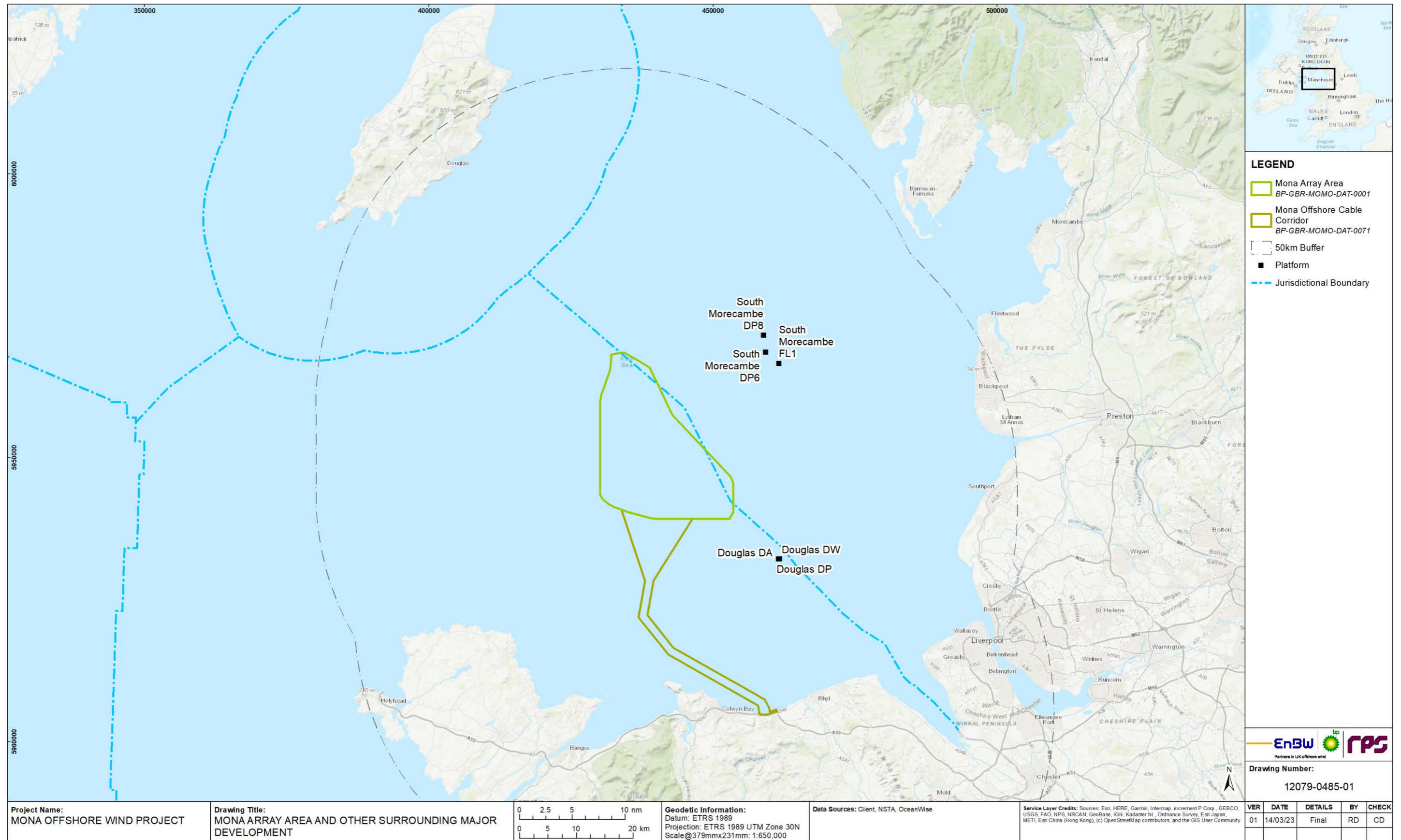


Figure 26.6: Mona Offshore Wind Project with existing other offshore major development projects.

26.12 Maximum Design Scenario

26.12.1.1 Maximum design scenario The MDSs identified in Table 26.19 have been selected as those having the potential to result in the greatest effect on an identified receptor or receptor group. The cumulative effects presented and assessed in this section have been selected from the Project Design Envelope provided in volume 1, chapter 3: Project description, of the PEIR as well as the information available on other projects and plans, in order to inform a 'maximum design scenario'. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the Project Design Envelope (e.g. different turbine layout), to that assessed here, be taken forward in the final design scheme.

Table 26.19: Maximum design scenario considered for the assessment of potential cumulative effects on seascape landscape and visual resources.

C=construction, O=operations and maintenance, D=decommissioning

Potential cumulative effect	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
As per Table 26.14:	✓	✓	✓	Maximum design scenario as described for the Mona Offshore Wind Project assessed cumulatively with the following other projects/plans: Tier 1 <ul style="list-style-type: none"> • Awel y Môr offshore windfarm • Deans Lane Wind Turbine • HMS Eaglet, Sefton Street – Wind Turbine • Rhyd-y-Groes Wind Farm repowering Tier 2 <ul style="list-style-type: none"> • Morgan Generation Assets • Morecambe Offshore Windfarm Generation Assets • Morgan/Morecambe Transmission Assets Tier 3 <ul style="list-style-type: none"> • Isle of Man Offshore Windfarm. 	Outcome of the CEA will be greatest when the greatest number of other schemes are considered. However, due to the lack of available data for the Isle of Man Offshore Windfarm, at the PEIR stage of the Mona Offshore Wind Project, the assessment has noted its potential presence, but cannot evaluate the significance of it, as part of this CEA.

26.13 Cumulative effects assessment

26.13.1 Types of cumulative landscape effects

26.13.1.1 GLVIA3 identifies the likely potential cumulative seascape/landscape effects as including:

- Effects on the fabric of the seascape/landscape resulting from the removal of, or changes in, individual elements or features of the landscape, and/or the introduction of new elements or features in the landscape
- Effects on the aesthetic aspects of the seascape/landscape, e.g. scale, sense of enclosure, sense of naturalness, remoteness or tranquillity
- Effects on the overall character of the seascape/landscape, resulting from the above, leading to modification of key characteristics and possible creation of new seascape/landscape character.

26.13.1.2 A description of those seascape, landscape and visual effects that have the potential to be significant in terms of cumulative effects upon seascape, landscape and visual resources receptors arising from each identified impact is given below.

26.13.2 Types of cumulative visual effects

26.13.2.1 GLVIA3 sets out the types of cumulative visual effects on receptors. These are:

- Combined – where the observer is able to see two or more developments from one viewpoint. The subsets of combined visual effects are:
 - In combination, where two or more developments are or would be within the observer's arc of vision at the same time, without turning their head
 - In succession, where the observer has to turn their head to see the various developments, both existing and proposed.
- Sequential- where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may occur along routes or roads and/or public rights of way. The subsets of sequential effects are:
 - Frequently sequential, where the features appear regularly and with short time lapses between instances (dependant on speed and distance)
 - Occasionally sequential, where longer time lapses between appearances occur, due to speed of the observer and/or longer distances between viewpoints.

26.13.3 Cumulative effects with existing windfarm projects

Cumulative effects with existing offshore windfarms

26.13.3.1 Those existing offshore windfarms considered in this cumulative assessment have been grouped together, as follows:

- Northwest England cluster, consisting of:
 - Barrow

- Ormonde
- Walney 1
- Walney 2
- Walney 3 Extension
- Walney 4 Extension
- West of Duddon Sands.

- North Wales cluster, consisting of:
 - Burbo Bank
 - Burbo Bank Extension
 - Gwynt y Môr Offshore
 - North Hoyle Offshore.
- Robin Rigg.

26.13.3.2 Combined ZTVs of two of these existing offshore windfarms clusters and the Mona Array Area have been produced (see Figure 26.7 and Figure 26.8) below. There is no overlap with the Robin Rigg Offshore Windfarm. The SLVIA study areas for the individual windfarms have been calculated using the known heights of the wind turbines of each offshore windfarm and with the aid of the table at paragraph 48 of Visual Representation of Wind Farms: Version 2.2 (SNH, 2017).

26.13.3.3 At approximately 99km distance from Mona Offshore Wind Farm array area, the operational Robin Rigg offshore wind farm is located too far away to contribute to any cumulative effects with Mona Offshore Wind Farm generation assets. It is therefore scoped out of the CEA.

Offshore generation assets

26.13.3.4 A description of the significance of cumulative effects of Mona Offshore Wind Project upon seascape, landscape and visual resources receptors arising from identified impacts in Table 26.18, above.

26.13.3.5 For a cumulative effect to occur, an additional effect must arise over and above the likely effect of implementing Mona Offshore Wind Project on its own, measured against baseline conditions.

26.13.3.6 The assessment of cumulative seascape, landscape and visual effects is presented in two stages as follows:

- Effects arising from Mona Offshore Wind Project in conjunction with existing offshore and onshore projects as listed in section 26.12. ZTVs have been generated using the available data for the existing offshore wind farms, which have been grouped into two offshore clusters, namely: Northwest England and North Wales (Figure 26.7 and Figure 26.8, below). The existing onshore windfarms have also been grouped, into seven clusters (Figure 26.9 to Figure 26.15, below)
- Effects resulting from Mona Offshore Wind Project in conjunction with planned offshore and onshore projects listed in Table 26.28 above, grouped into Tiers 1, 2 and 3.

26.13.4 Cumulative effects on seascape, landscape and visual resources of Mona Offshore Wind Project together with existing development projects

26.13.4.1 Cumulative impacts on seascape, landscape and visual resources will potentially be caused during construction, operation and maintenance by both static and moving elements of the development components, in particular the North Wales and Northwest England offshore wind farm clusters, together with those of Mona Offshore Wind Project generation assets.

26.13.4.2 The assessment of Mona Offshore Wind Project set out earlier in this chapter, considered the likely effects on seascape, landscape and visual resources against the baseline conditions current at the time of writing (February 2023). The baseline includes existing major offshore development in the SLVIA study area, as well as both offshore and onshore operational wind farms (Figure 26.5 and Figure 26.6). The SLVIA findings and conclusions thus had regard to these major development factors and the influence they exert on existing seascape and landscape character and on views and visual amenity. This section reviews these findings and conclusions and provides further assessment in the light of GLVIA3 guidance on CEA reproduced at paragraph 26.11.1.9 above, in particular the following recommendations:

- The ‘filling’ of an area with either the same or a different type of development, which may substantially alter the seascape, landscape resource, views or visual amenity
- Incremental change resulting from successive individual developments such that the combined seascape, landscape or visual effect is significant even though the individual effects may not be. (GLVIA3, paragraph 7.17).

Cumulative effects on the fabric of seascape elements and features together with existing development projects

26.13.4.3 Due to the nature of the proposed development, Mona Array Area will occupy a comparatively small negligible area of sea within the seascape. Implementation of Mona Offshore Wind Project generation assets will, therefore, have negligible impact on the physical fabric of the seascape within the SLVIA CEA study area, whether considered in isolation or together with existing development projects. Consequently, there is no potential for additional cumulative effects to arise on the fabric of seascape elements and features together with existing development projects and, therefore, it is scoped of no further assessment.

Cumulative effects on the aesthetic aspects and overall character of the seascape and landscape resources together with existing development projects

26.13.4.4 Cumulative effects will potentially arise on the aesthetic aspects and overall character of the seascape and landscape resources of the SLVIA study area due to implementation of Mona Offshore Wind Project generation assets.

26.13.4.5 The aesthetic aspects of seascape and landscape resources are expressed in their overall character, their distinctive characteristics and qualities, and the value attached to them by people/society. Regarding aesthetic aspects, GLVIA3 states: ‘*Character is not just about the physical elements and features that make up a landscape, but also*

embraces the aesthetic, perceptual and experiential aspects of the landscape that make different places distinctive.’ (GLVIA3, paragraph 2.19 – a similar statement is made with respect to seascape at paragraph 5.6)

26.13.4.6 And in defining them GLVIA3 states: ‘*...the aesthetic aspects of the landscape – for example its scale, sense of enclosure, diversity, pattern and colour, and/or on its perceptual or experiential attributes, such as a sense of naturalness, remoteness or tranquillity.*’ (GLVIA3, paragraph 7.25)

26.13.4.7 GLVIA3 adds regarding the assessment of landscape/seascape value: ‘*Scenic quality may also be relevant and will need to reflect factors such as sense of place and aesthetic and perceptual qualities.*’ (GLVIA3, paragraph 5.29)

26.13.4.8 The potential effect of Mona Offshore Wind Project generation assets on the aesthetic aspects of seascape and landscape (as defined in GLVIA3 and summarised above) has been assessed earlier in this chapter in relation to a) seascape/marine character areas and landscape character areas, and b) the special qualities of national landscape designations.

Landscape resource

26.13.4.9 Due to offshore location of Mona Array Area (in excess of 30km from the nearest landmass), there is little potential for significant cumulative effects to arise together with existing development projects on the aesthetic aspects and overall character of the landscape in the SLVIA CEA study area.

26.13.4.10 National landscape designations represent the most sensitive landscape resources and thus the highest value and most susceptible aesthetic aspects in the SLVIA study area. By implication, the aesthetic aspects of other landscape resources are less sensitive. The SLVIA assessed the characteristics and special qualities of national landscape designations in the SLVIA study area and concluded that no significant effects would arise on them due to implementation of Mona Offshore Wind Project generation assets. This assessment had regard to existing major development, both offshore and onshore, including operational wind farms (Figure 26.5 and Figure 26.6).

26.13.4.11 The Mona Array Area is located over 30km from the closest area of land in the SLVIA study area which is nationally or locally designated for its aesthetic qualities. In respect of Anglesey AONB, apart from the ever-present commercial shipping off the north coast, the intervening seascape is relatively unaffected by existing major development. This is evident when studying the North Wales and Northwest England clusters cumulative ZTVs (Figure 26.8 and Figure 26.7). The landscape of Anglesey’s north coast, on the other hand, is influenced by some conspicuous development, notably Wylfa nuclear power station and several onshore wind farms including Trysglwyn and Ystgelloch Farm wind farms (Figure 26.14). The implementation of Mona Offshore Wind Project generation assets, located over 30km from the nearest existing development, would cause negligible additional cumulative effects on the aesthetic aspects and overall character of the landscape resource.

26.13.4.12 A similar set of circumstances with respect to seascape and landscape context applies regarding Eryri National Park, located approximately 35km from the Mona Array Area at the closest point near Conwy. The main difference being an absence of major development in the surrounding landscape and the presence, albeit weak, of North Wales offshore wind farm cluster (Figure 26.8). Implementation of the Mona Offshore Wind Project generation assets (approximately 35km) from the national park and well

- beyond the nearest existing development (and maintaining a sense of separation from it) would cause negligible sense of 'filling' of an area or incremental change resulting from successive individual developments (Figure 26.8). negligible additional cumulative effects will therefore, arise on the aesthetic aspects and overall character of the landscape resource.
- 26.13.4.13 The Clwydian Range and Dee Valley AONB is also located approximately 35km from the Mona Array Area at the closest point at Prestatyn. However, the AONB's seascape and landscape context differs from Eryri National Park in that it is more markedly influenced by existing development, in particular the North Wales offshore wind farm cluster and, to a lesser extent, offshore oil infrastructure (Figure 26.8). Implementation of Mona Offshore Wind Project generation assets (approximately 35km from the AONB), sited beyond and behind the existing development (and masked by it), would cause negligible filling of an area, or incremental change. Therefore, negligible additional cumulative effects will occur on the aesthetic aspects and overall character of the landscape resource (Figure 26.8).
- 26.13.4.14 In summary, negligible additional cumulative effects will arise on the aesthetic aspects and overall character of the most sensitive landscape resources in the SLVIA CEA study area, namely nationally designated landscapes. There is no potential for significant additional cumulative effects to arise on the aesthetic aspects and overall character of the remainder of the landscape resource in the SLVIA CEA study area. The aesthetic aspects and overall character of the seascape resource are covered in the section that follows below.
- Seascape resource**
- 26.13.4.15 Cumulative effects will potentially arise on the aesthetic aspects and overall character of the seascape in the SLVIA CEA study area due to implementation of Mona Offshore Wind Project generation assets. Analysis of the combined ZTVs supported by fieldwork indicates that potential significant cumulative effects will be restricted to the following seascape character areas/sensitivity zones hosting Mona Array Area:
- Marine Character Area (MCA) 38 Irish Sea South
 - Seascape Sensitivity Zone (SSZ) 2 North East Wales Offshore
 - SSZ 5 North Wales and Anglesey Outer Offshore.
- 26.13.4.16 These character areas and sensitivity zones have been assessed earlier in this chapter which concluded that significant effects would arise those parts of them either hosting, or adjacent to Mona Array Area. This assessment had regard to existing major development, both offshore and onshore, including operational wind farms, in particular the Northwest England and North Wales clusters (Figure 26.7 and Figure 26.8).
- 26.13.4.17 Regarding the aesthetic aspects and character of the aforementioned seascape units, the MCA 38 Irish Sea South character description states: *'The southern part of the Irish Sea is a busy area, with multiple offshore activities including fishing, main shipping routes, oil and gas extraction and dredging. Offshore wind farms extend into the north-west of the MCA. These activities also influence the night-time character with lighting on the main offshore platforms and wind turbines across the area. The offshore area is distant from low-lying coasts and is not widely visible except from the*
- ferry routes which link England with Ireland and the Isle of Man, although it is overlooked in distant views from the Lake District fells.'* (MMO 2018, page 48).
- 26.13.4.18 With respect to the seascape sensitivity zones, NRW states regarding SSZ 2 North East Wales Offshore: 'The zone lies in open sea with the northern edge of Gwynt y Môr windfarm located on its southern margins and the Douglas oil and gas complex nearby. Beyond this to the south are further wind farms and the North East Wales coast. The coast has a high proportion of urban settlement focussed on residential and tourism, with caravan and beach holidays to the east and Victorian resorts with associated promenades mainly to the west.' (NRW 2019, page 40).
- 26.13.4.19 In relation to SSZ 4 North Wales and North Anglesey Offshore: *'The area lies in open sea offshore from Anglesey and the north Wales coast with the Isle of Man to the north. The main built coastal landmark is Wylfa nuclear power station, but structures may be seen juxtaposed with onshore windfarms inland. The sea is open and exposed. Commercial vessels running to and from the Mersey ports and ferries issuing from Holyhead's busy harbour tend to pass between this zone and the coast.'*
- 26.13.4.20 And regarding SSZ 5 North Wales and Anglesey Outer Offshore: *'The area lies in open sea at least 44km offshore from the Anglesey, North Wales and Llŷn peninsula coasts although the zone's northern edge is located around 22km from the Isle of Man. To the southeast there are the existing arrays at Gwynt y Môr and further arrays lie to the northeast including Walney and West of Duddon Sands. The sea is open and exposed with commercial vessels running inshore from this zone to and from the Mersey ports, and ferries issue from Holyhead's busy harbour.'*
- 26.13.4.21 To summarise the above characterisations, the key aesthetic aspects of the host seascape as reflected in its overall character are open sea situated some distance from land, upland parts of which (notably Eryri and the Isle of Man) are visible from it, influenced by existing offshore wind farms and oil infrastructure, and by commercial shipping. These factors were all considerations of the SLVIA and its findings and conclusions regarding seascape and landscape character. The siting of Mona Array Area within this seascape context, in excess of 14km from the North Wales Cluster and 27km from the Northwest England Cluster. There is sufficient separation between the Mona Array Area and existing offshore wind farms to prevent any significant sense 'filling', or an area or incremental change, resulting from successive individual developments (Figure 26.8 and Figure 26.7). Therefore, negligible additional cumulative effects are predicted to arise on the aesthetic aspects and overall character of the seascape resource.
- Cumulative visual effects together with existing development projects – static and dynamic visual receptors**
- 26.13.4.22 Cumulative visual effects will potentially occur in the SLVIA CEA study area due to implementation of Mona Offshore Wind Project generation assets together with existing development projects, in particular the North Wales and Northwest England offshore wind farm clusters. The effects would potentially arise during construction, operations and maintenance, caused by both static and moving elements of the development components, as summarised in the cumulative assessment methodology above (paragraph 26.13.4.1).

26.13.4.23 Analysis of the combined ZTVs supported by fieldwork indicates that potential significant cumulative visual effects together with existing development projects will be restricted to the following receptor groups in the SLVIA CEA study area:

- Popular, sensitive publicly accessible locations on land, represented by the following CEA viewpoints (in addition to other relevant SLVIA VPs referred to further below):
 - Representative viewpoint 3 Mynydd Eilian (Anglesey AONB and Wales Coast Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.3a and 1.7b)
 - Representative viewpoint 7 Great Orme, Llandudno (Y Gogarth/Great Orme Country Park) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.7a and 1.7b)
 - Representative viewpoint 15 Blackpool North Pier (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.15)
 - Representative viewpoint 19 Douglas Head, Isle of Man (Raad ny Foillan Coastal Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.19)
 - Representative viewpoint 28 Penmon Point (Anglesey AONB and Wales Coast Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.28a and 1.28b)
- National trails (Wales Coast Path and Offa's Dyke Path or equivalent non-vehicular recreational routes e.g, Raad ny Foillan Coastal Path, Isle of Man)
- Main coastal roads and railways (including the A547 and A55 North Wales Expressway, the Liverpool/Manchester to Holyhead railway, and the Manx Electric Railway, Isle of Man)
- Ferry routes (in particular, Liverpool to Dublin and Liverpool to Douglas).

26.13.4.24 Other SLVIA VPs relevant to the CEA and the above visual receptor groups include the following (referred to further in brackets below):

- Representative viewpoint 2 Llanlleiana Head (Anglesey AONB and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)
- Representative viewpoint 6 Carnedd Llewellyn (Eryri National Park) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)
- Representative viewpoint 9 Rhyl (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)
- Representative viewpoint 13 Formby (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13)
- Representative viewpoint 21 Liverpool to Dublin Ferry (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.21)
- Representative viewpoint 22 Liverpool to Douglas Ferry (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.22)
- Representative viewpoint 25 Moelfre headland (Anglesey AONB and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)

- Representative viewpoint 30 Garreg Fawr (Eryri National Park and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)
- Representative viewpoint 33 Conwy Mountain (Eryri National Park) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33)
- Representative viewpoint 39 Prestatyn Hillside (Offa's Dyke Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)
- Representative viewpoint 40 Point of Ayr (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)
- Representative viewpoint 43 Old Laxey, Isle of Man (Raad ny Foillan Coastal Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)
- Representative viewpoint 48 Llandudno (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.48)
- Representative viewpoint 49 Douglas Bay, Isle of Man (Raad ny Foillan Coastal Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49).

26.13.4.25 The viewpoints listed above are representative of both static and dynamic, popular sensitive visual receptors in the SLVIA study area as a whole. The SLVIA concluded that no significant effects would arise on people at these locations or travelling along these routes as a result of implementing Mona Offshore Wind Project generation assets. This assessment took account of existing major development forming part of the current baseline, both offshore and onshore, including operational wind farms, in particular the Northwest England and North Wales clusters (Figure 26.7 and Figure 26.8).

26.13.4.26 With respect to Wales, apart from the discrete onshore windfarms, including Ystgellog Farm and Trysglwyn, and Wylfa nuclear power station, there is little influence of existing development projects in views towards Mona Array Area from the north coast of Anglesey (representative viewpoints 3 and 28 illustrate this effect. Consequently, implementation of Mona Offshore Wind Project generation assets will cause neither the 'filling' of an area, nor incremental change resulting from successive individual developments. Therefore, negligible additional cumulative visual effect would arise when considered together with existing development projects. This assessment, and what follows, takes into account both combined and successive visibility of Mona Offshore Wind Project generation assets together with existing development projects.

26.13.4.27 Moving east, the North Wales offshore wind farm cluster (Figure 26.8) exerts an increasingly strong presence in views north across the Irish Sea from the coast or hinterland. At Great Orme's Head (representative viewpoint 7), the closest, popular sensitive location on the North Wales coast, the North Wales offshore wind farm cluster is closer and more visible than from Anglesey. However, the separation distance (14km minimum) and parallax relationship between it and Mona Array Area is sufficient to prevent any significant sense 'filling' of an area or incremental change resulting from successive individual developments. Therefore, no significant additional cumulative visual effects are likely to arise (representative viewpoint 7 is illustrative).

26.13.4.28 Farther east, for example at Rhyl (VP 9), Prestatyn (VP 39) and Point of Ayr (VP 40), Mona Offshore Wind Project generation assets would be viewed beyond the North Wales cluster, substantially masked by it (VPs 9, 10 and 39 are representative). As a

consequence, no significant additional cumulative visual effects together with existing development projects would arise for people at these locations.

- 26.13.4.29 With regards to Northwest England and the Isle of Man, Mona Array Area and the Northwest England and North Wales offshore wind farm clusters are all located too far away from sensitive visual receptors on land for significant additional cumulative effects to be experienced by people at them (representative viewpoints 15 and 19, illustrate this effect).
- 26.13.4.30 Regarding national trails in the SLVIA study area, sequential visibility of the Mona Offshore Wind Project generation assets together with existing development projects, in particular the North Wales offshore wind farm cluster, will be occasionally afforded from Wales Coast Path and to a lesser extent Offa's Dyke Path. These occasional sequential views will potentially be experienced by people travelling along sections of the route where northerly views across the sea are available (Wales Coast Path – representative viewpoints 2, 3, 28, 30, 9, 40 and 48 and Offa's Dyke Path – representative viewpoint 39). However, the separation distance of the Mona Offshore Array Area from the linear receptors, combined with its distance from (14km minimum) and parallax relationship with the North Wales cluster, will prevent potential, sequential additional cumulative visual effects from arising on national trail users. The same will apply for equivalent non-vehicular recreational routes on the Isle of Man (e.g. Raad ny Foillan Coastal Path), and in the case of main coastal roads and railways in North Wales, England and the Isle of Man.
- 26.13.4.31 With respect to ferry routes, the alone assessment predicted that people on board the Liverpool to Douglas ferry will potentially experience a moderate adverse (not significant) visual impact when passing the Mona Array Area. Factoring in the cumulative sequential visual experience along the entire route (i.e. likely frequent visibility in favourable conditions of the North Wales and/or the Northwest England offshore wind farm clusters together with Mona Offshore Wind Project generation assets) a minor additional cumulative visual effect is predicted together with existing development projects. Similar levels of cumulative effect will apply in respect of the Liverpool to Dublin route. The SLVIA predicted that people on board the ferry are likely to experience minor additional cumulative visual effects when passing between the North Wales offshore wind farm cluster and Mona Array Area.
- 26.13.4.32 In summary, no visual receptors in the SLVIA study area are likely to be significantly affected cumulatively by the Mona Offshore Wind Project together with existing development projects.

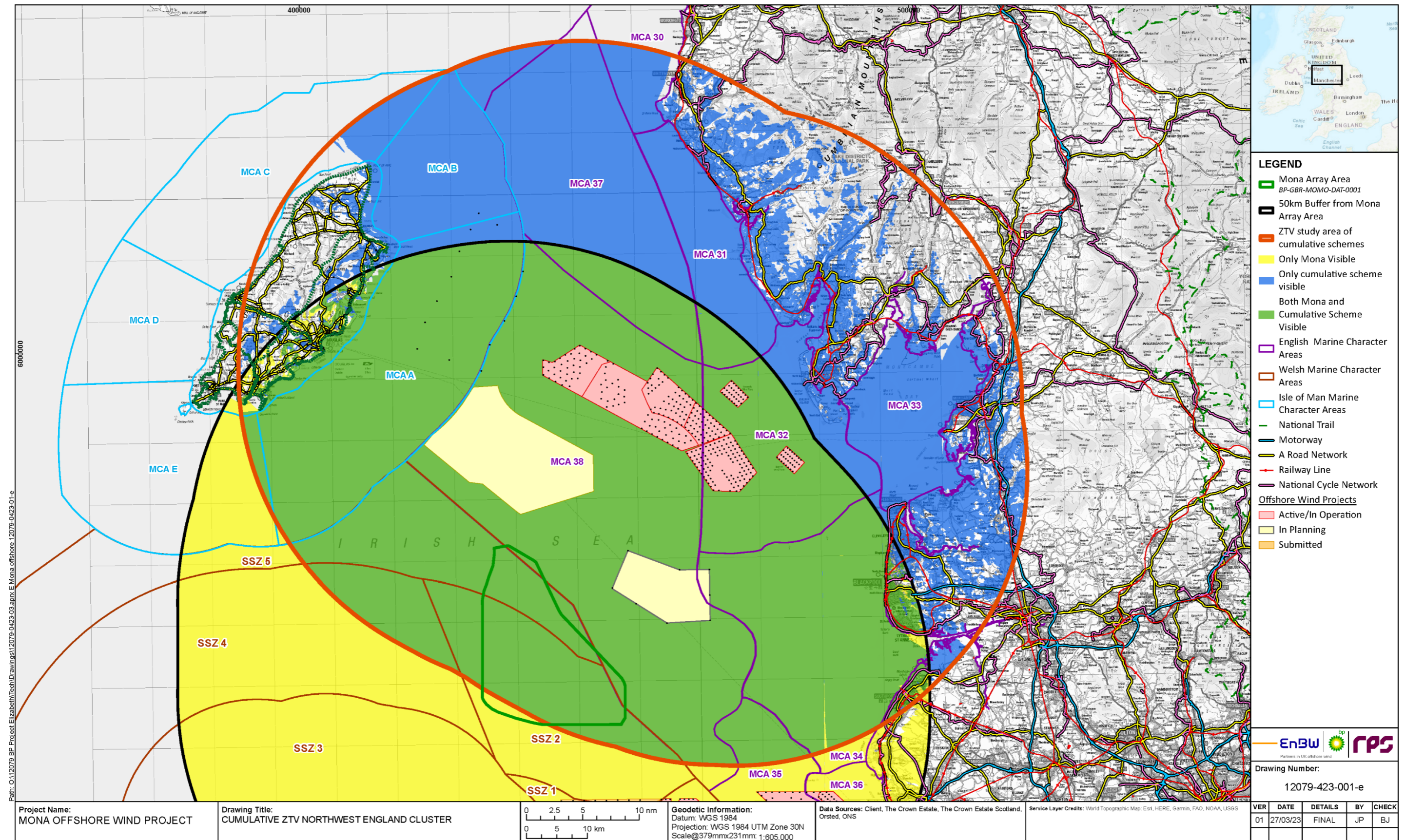


Figure 26.7: Cumulative ZTV of Mona Array Area with Northwest England cluster of existing offshore wind farms.

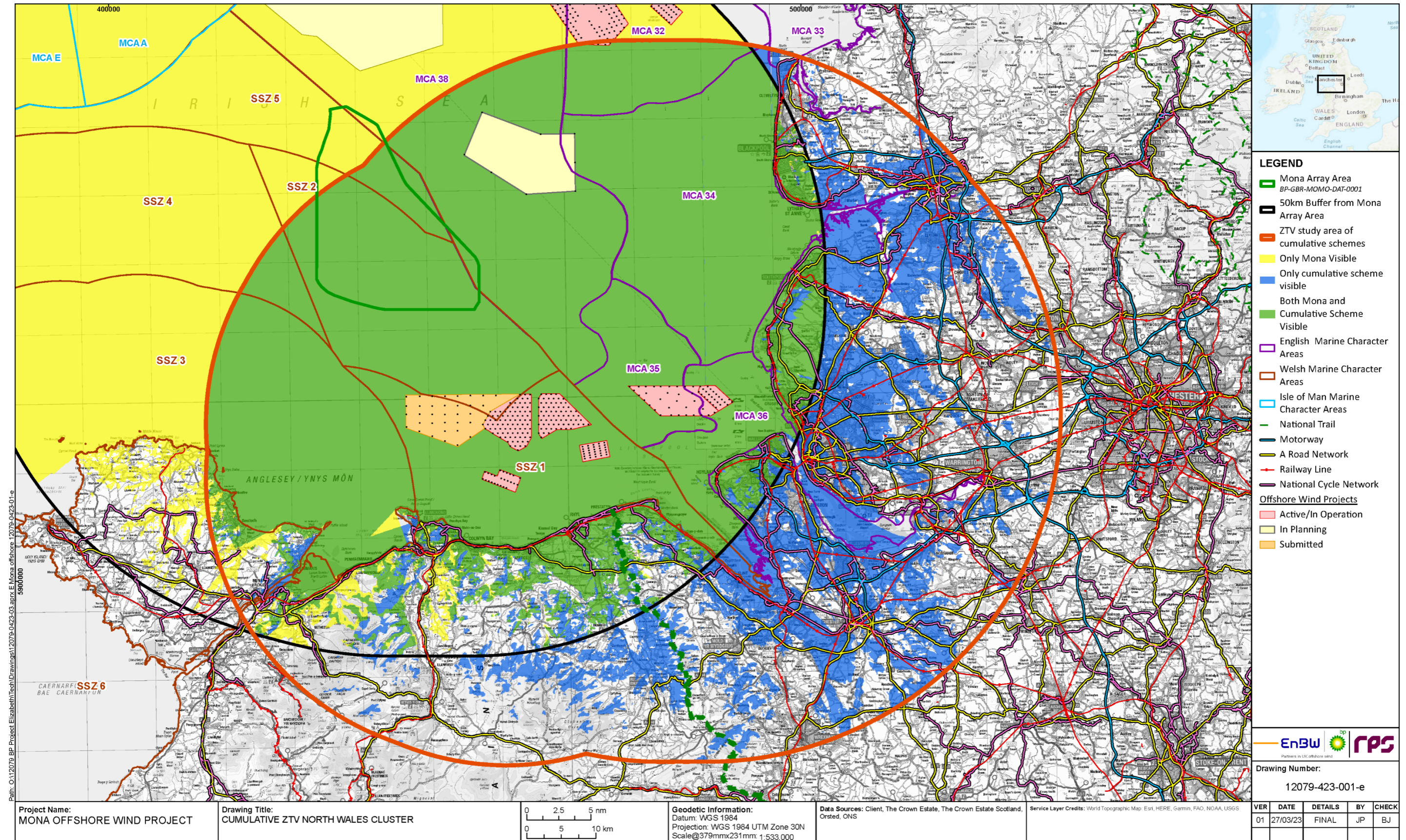


Figure 26.8: Cumulative ZTV of Mona Array Area with North Wales cluster of existing offshore wind farms.

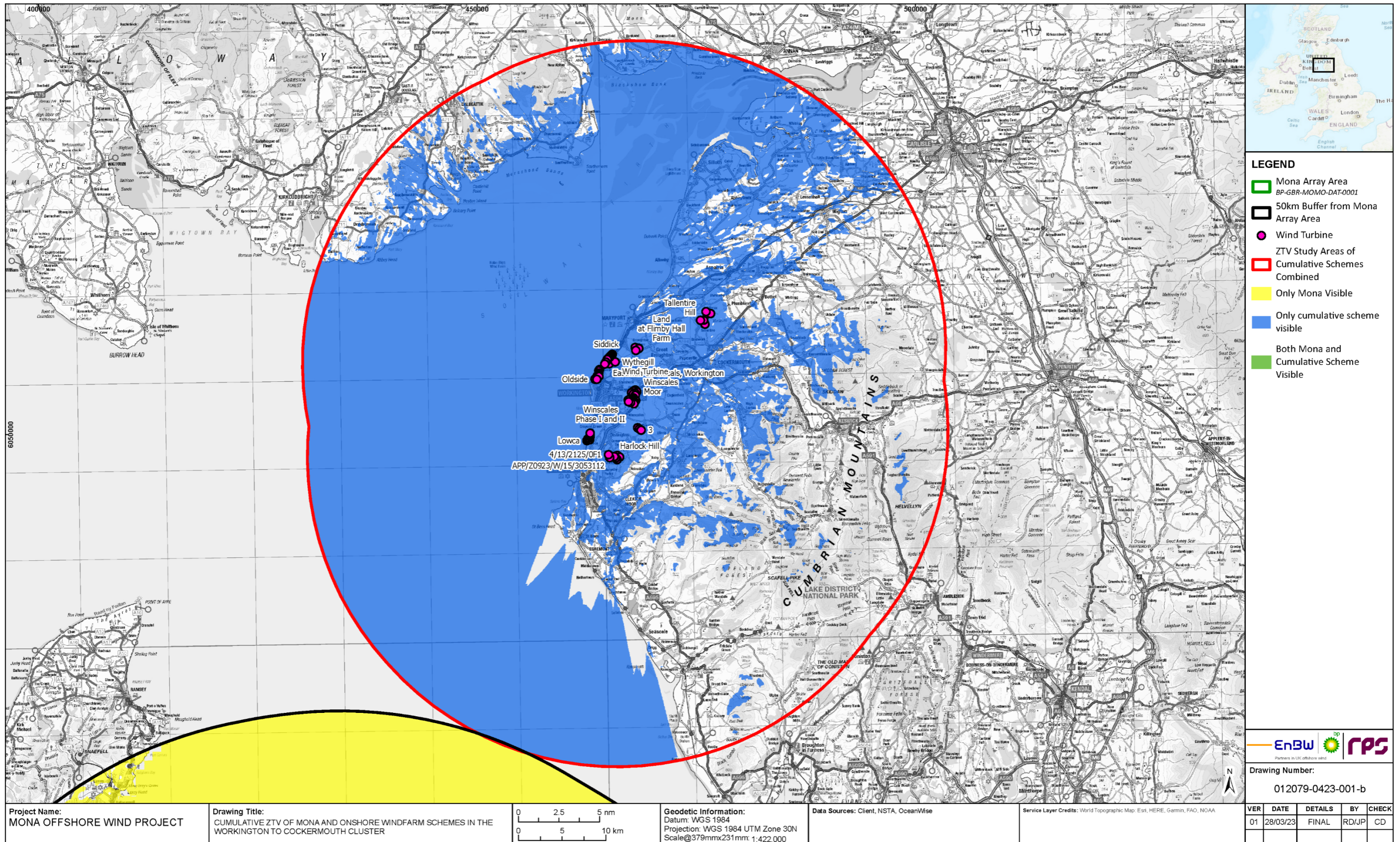


Figure 26.9: Cumulative ZTV of Mona Array Area with the Workington to Cockermouth Cluster of existing onshore wind farms.

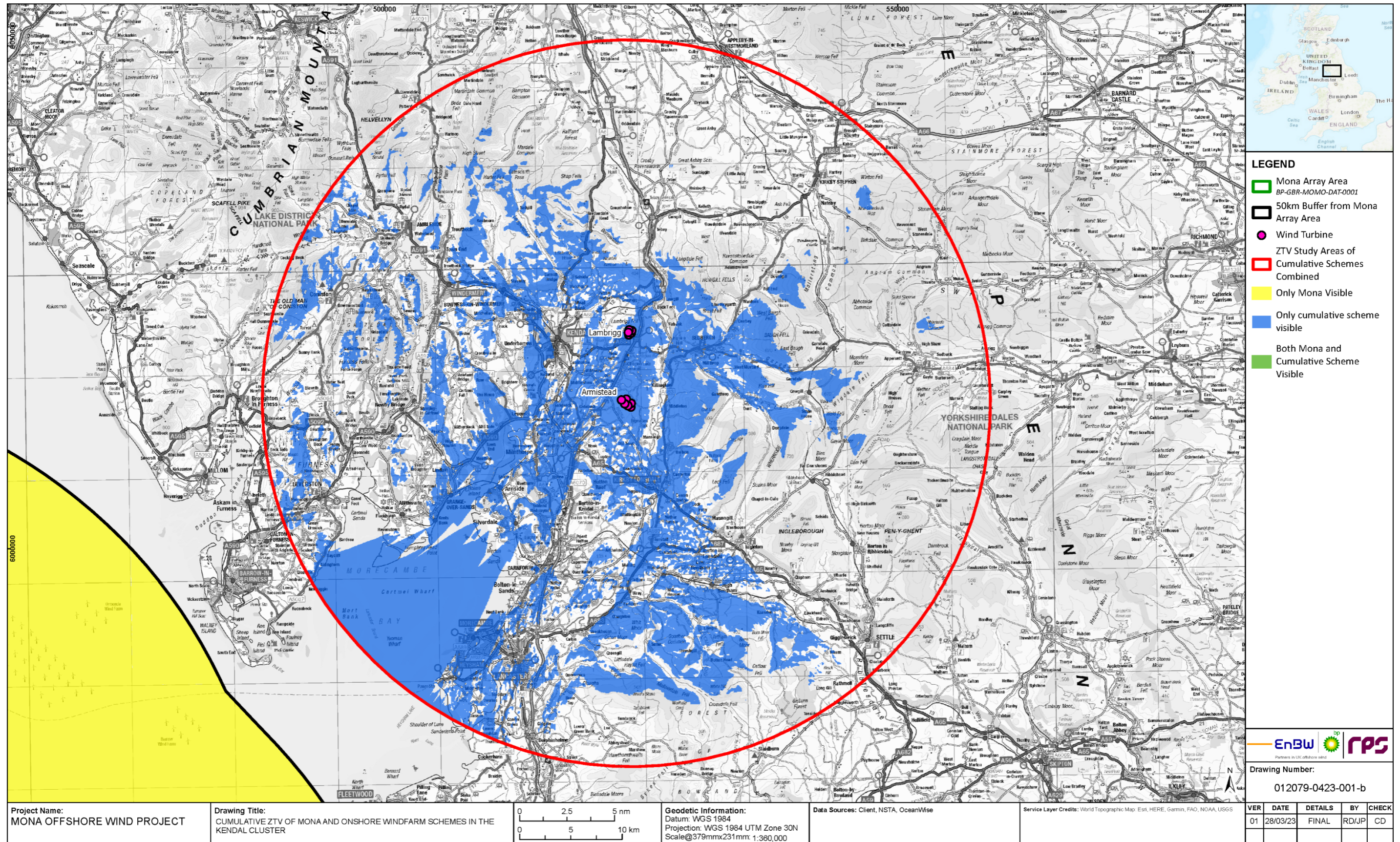


Figure 26.10: Cumulative ZTV of Mona Array Area with the Kendal Cluster of existing onshore wind farms.

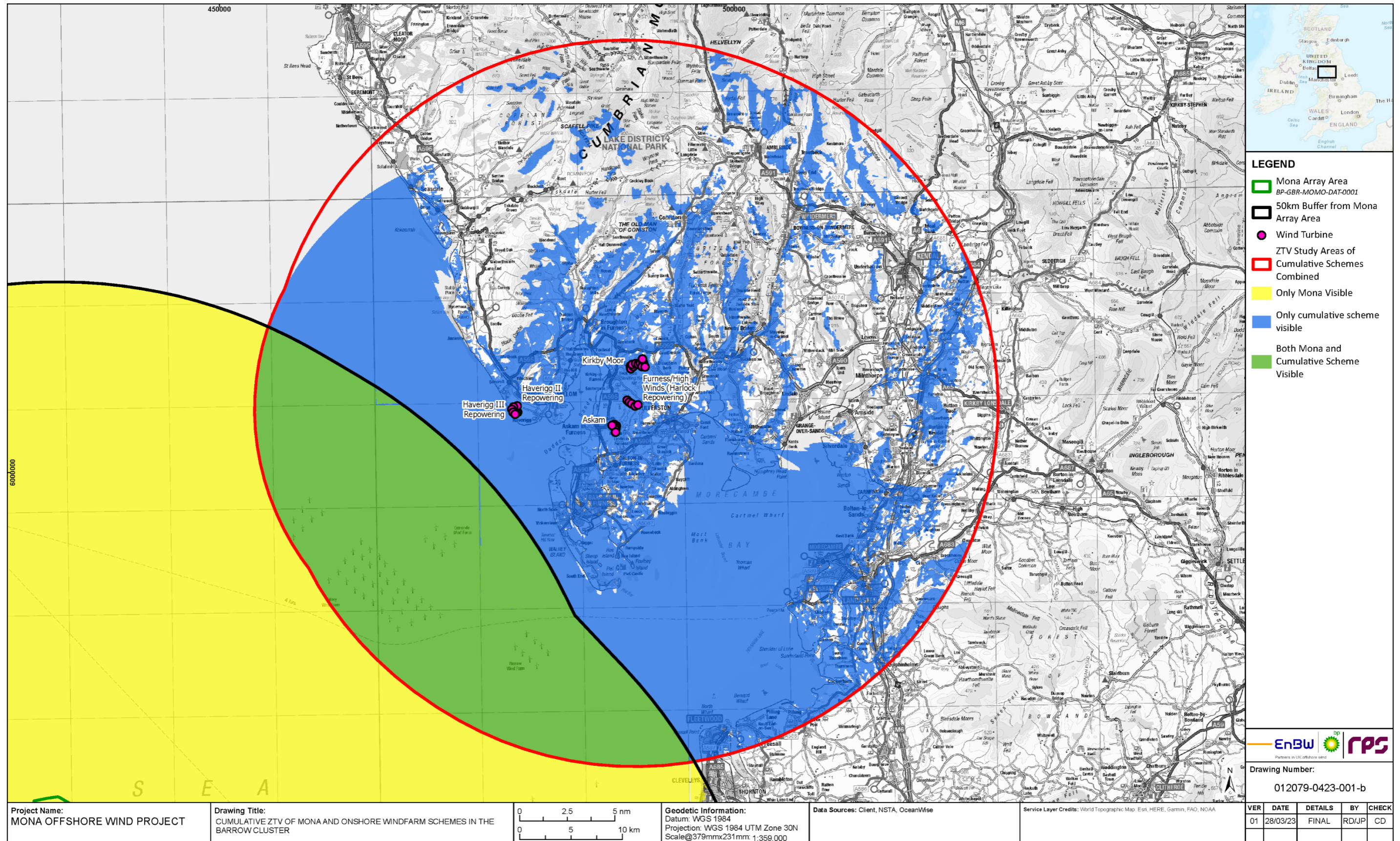


Figure 26.11: Cumulative ZTV of Mona Array Area with the Barrow Cluster of existing onshore wind farms.

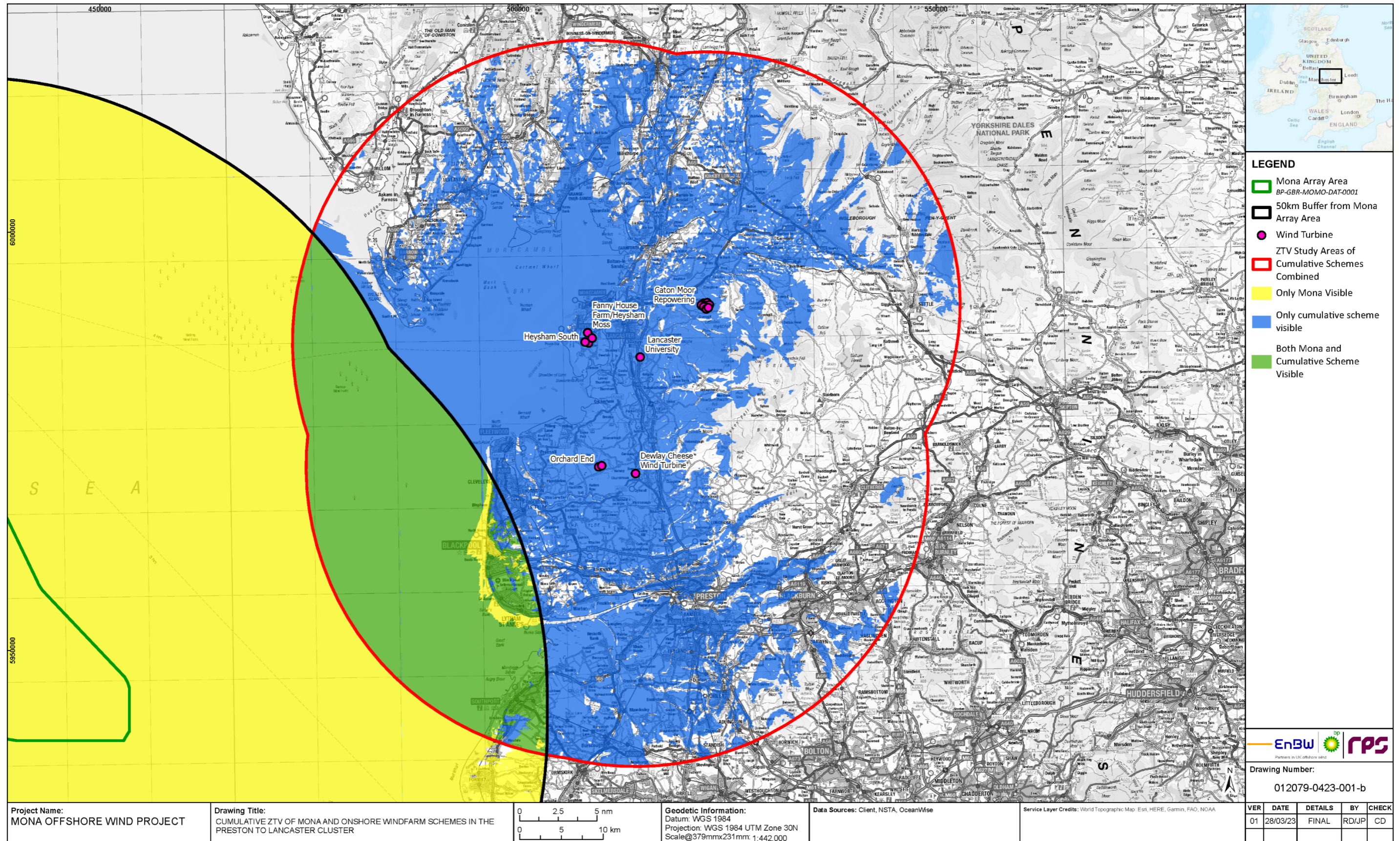


Figure 26.12: Cumulative ZTV of Mona Array Area with the Preston to Lancaster Cluster of existing onshore wind farms.

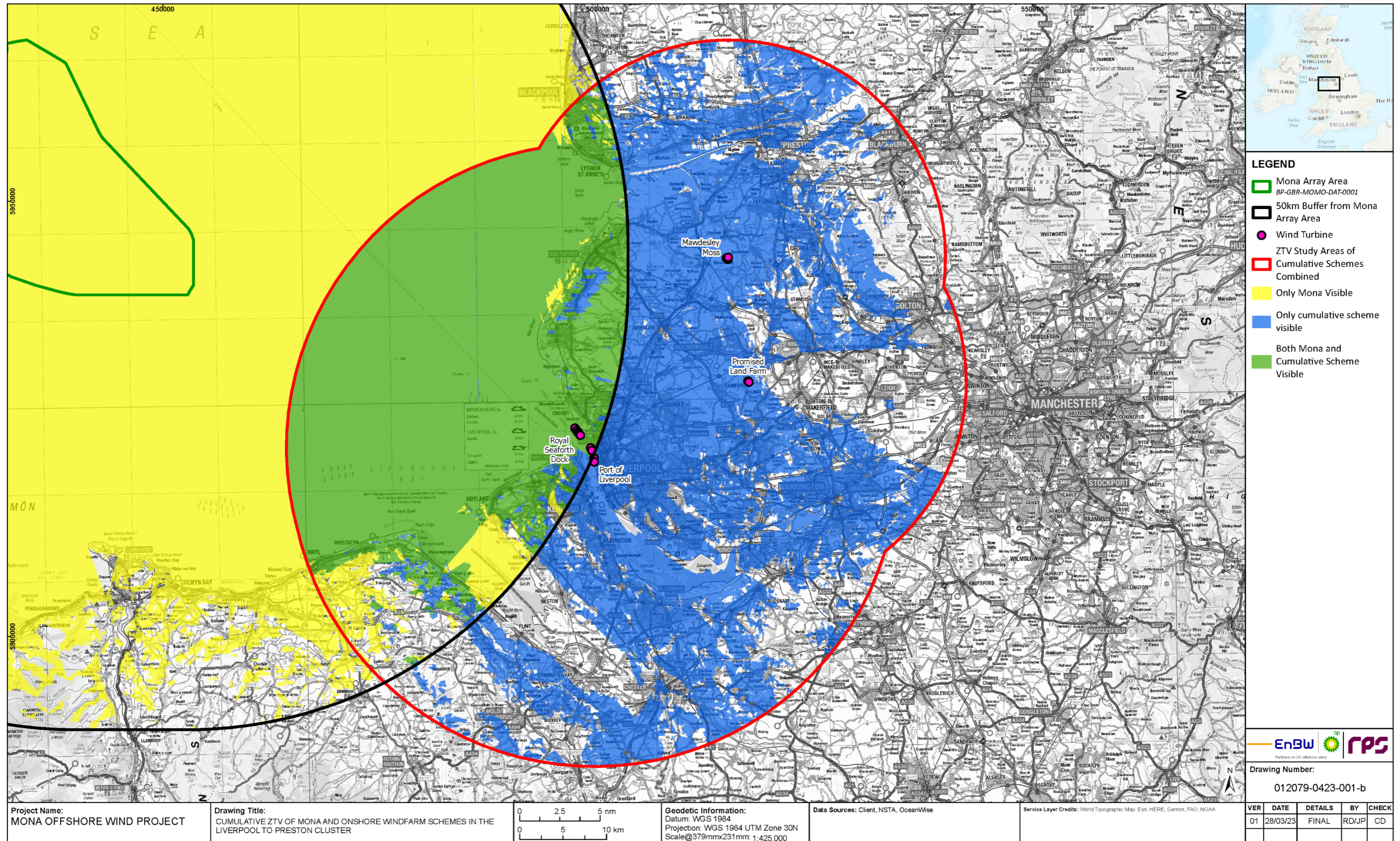


Figure 26.13: Cumulative ZTV of Mona Array Area with the Liverpool to Preston Cluster of existing onshore wind farms.

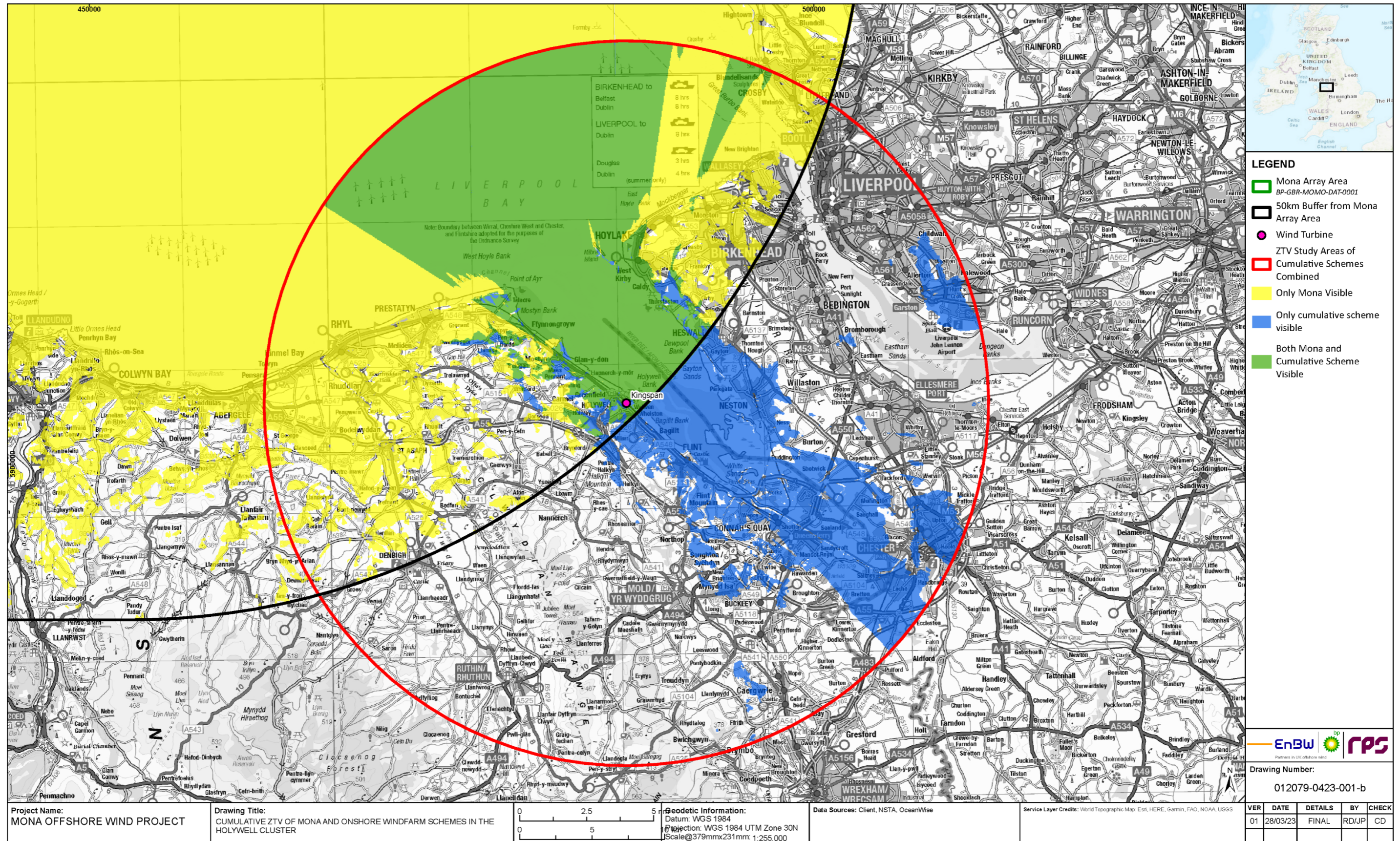


Figure 26.14: Cumulative ZTV of Mona Array Area with the Holywell Cluster of existing onshore wind farms.

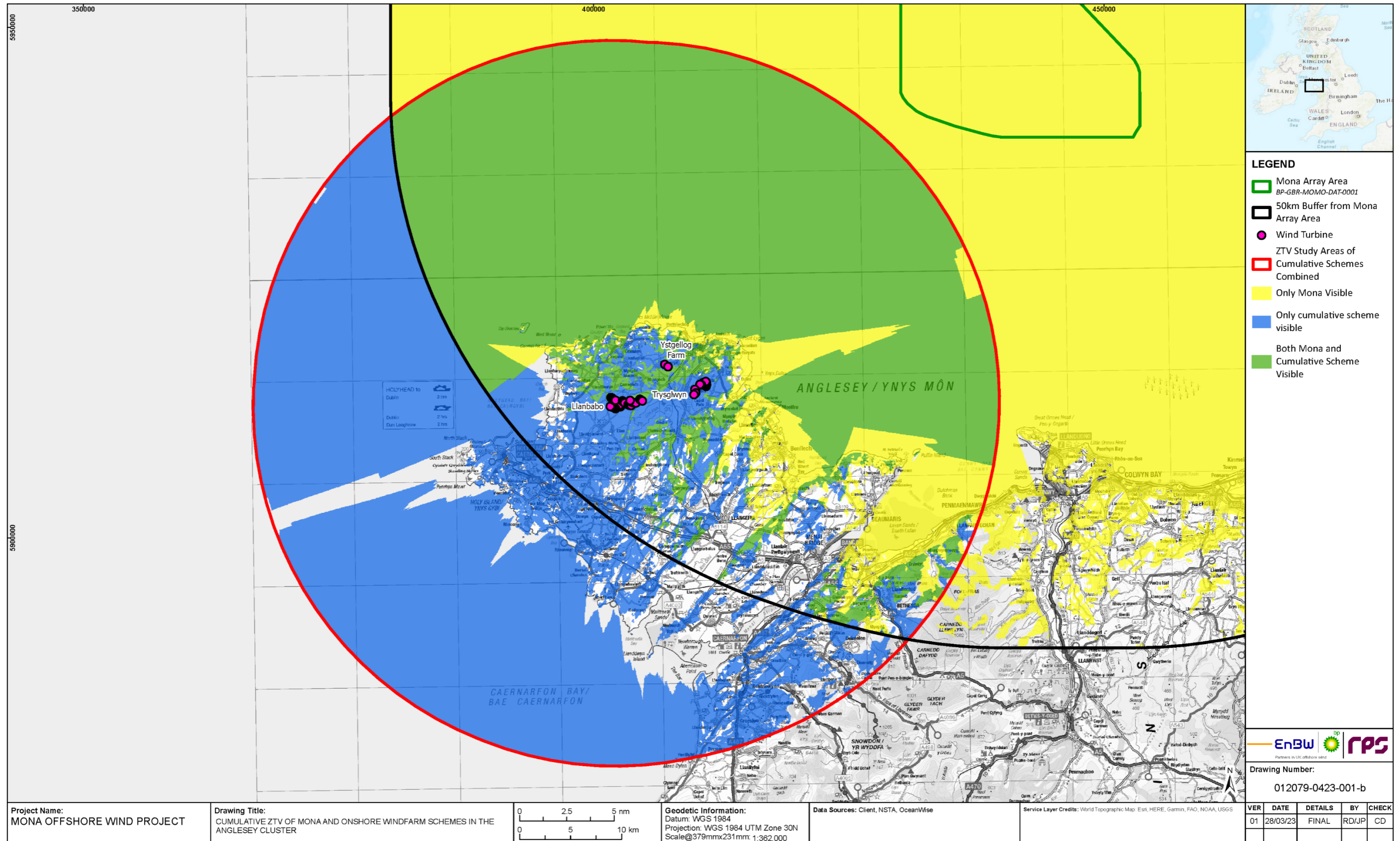


Figure 26.15: Cumulative ZTV of Mona Array Area with the Anglesey Cluster of existing onshore wind farms.

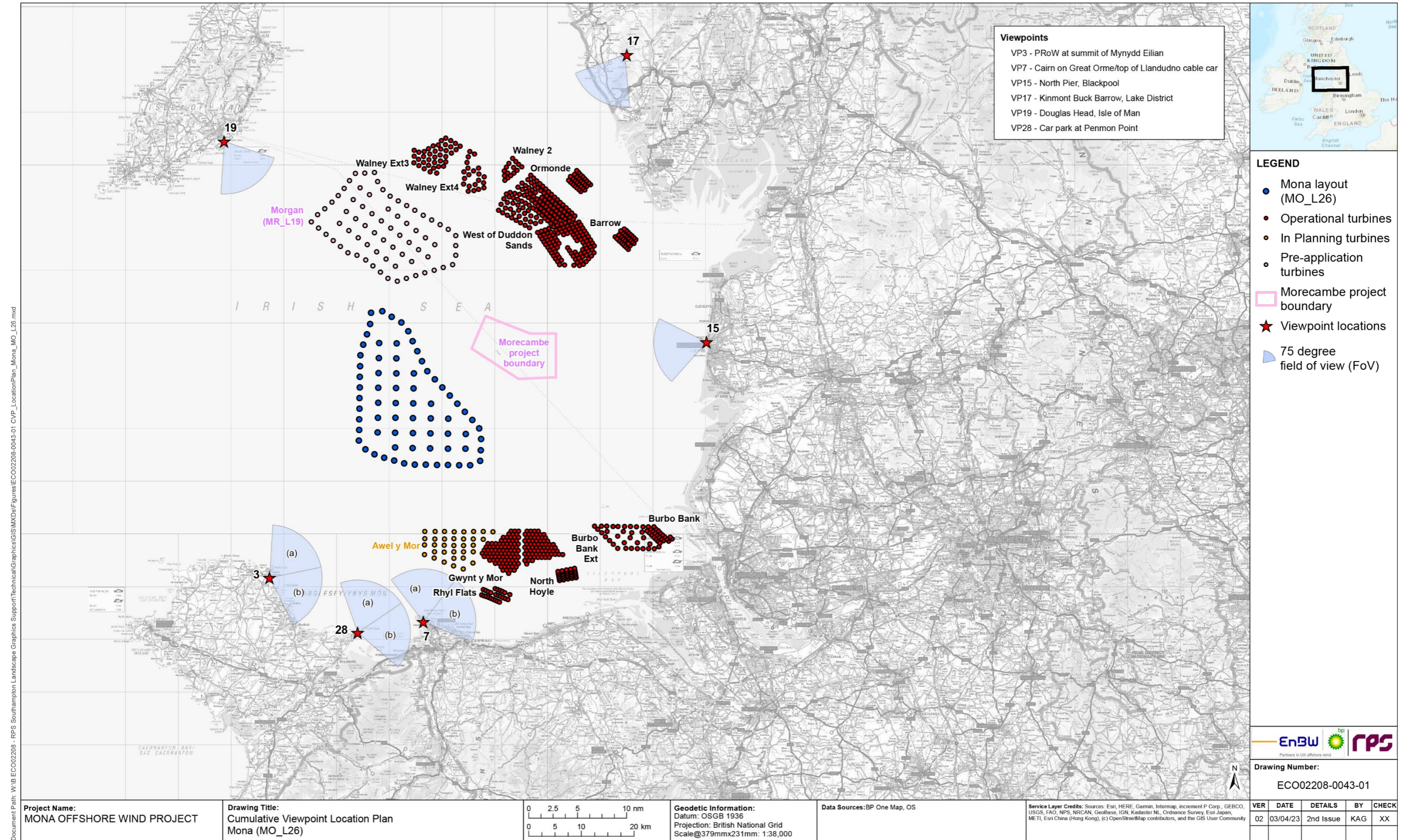


Figure 26.16: Viewpoint location plan for cumulative wirelines.

26.13.5 Cumulative effects on the aesthetic aspects of the seascape and landscape resources together with proposed development projects

26.13.5.1 Cumulative effects will potentially arise on the aesthetic aspects of the seascape and landscape resources in the vicinity of Mona Array Area, during the construction, operations and maintenance phases, caused by both static and moving elements of the proposed development projects (as identified in Table 26.28 above – Tiers 1, 2 and 3), in combination with those of Mona Offshore Wind Project generation assets. Together these will potentially affect the characteristics and perceptions of the seascape/marine character areas in which Mona Array Area and the proposed development projects are primarily located, or which lie adjacent to it, as identified below:

- MCA 38 Irish Sea South
- Seascape Sensitivity Zone (SSZ) 2 North East Wales Offshore
- SSZ 4 North Wales and North Anglesey Offshore
- SSZ 5 North Wales and Anglesey Outer Offshore.

26.13.5.2 Due to the distance from land of Mona Array Area (in excess of approximately 30km) and the existing seascape context and having regard to the arrangement of proposed development projects relative to each other (i.e. siting and separation distances), there is no potential for significant additional cumulative effects to arise on the aesthetic aspects of landscape resources in the SLVIA study area. This includes that relating to nationally designated landscapes, for example Anglesey AONB and Eryri National Park, the special qualities of which have no potential to be affected cumulatively by the Mona Offshore Wind Project and proposed development projects. Therefore, no further assessment of the aesthetic aspects of the landscape resource is provided here.

26.13.5.3 The potential cumulative effect arising on the aesthetic aspects of the above seascape resources together with proposed development projects is assessed below.

Tier 1

Construction and decommissioning phases

Magnitude of impact

26.13.5.4 Taking into account the scale and geographic extent of likely effects on the aesthetic aspects of the host seascape resulting from Tier 1 projects in combination with Mona Offshore Wind Project (Figure 26.5), the cumulative effect during construction is predicted to be of regional spatial extent, short term duration, intermittent and high reversibility. The impact will be caused by the combined influence of Awel y Môr OWF and Mona Offshore Wind Project generation assets on the aesthetic aspects of seascape which will affect the receptor directly and indirectly. It should be noted that Awel y Môr OWF is effectively a westward extension of the operational Gwynt y Môr OWF (Figure 26.17), the nearest existing development. At over 12km distance, the siting of Mona Offshore Wind Project generation assets would maintain a sense of separation from it and would cause little sense of ‘filling’ of an area, or incremental

change resulting from successive individual developments. The cumulative impact magnitude during construction is therefore, considered to be **low to negligible**.

Sensitivity of the receptor

26.13.5.5 Regarding aesthetic aspects, the sensitivity of the host seascape is as follows. MCA 38 Irish Sea South and SSZ 2 and SSZ 5 aesthetic aspects are deemed to be of medium value and low susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium to low**. The aesthetic aspects of SSZ 4 are assessed as medium value and medium susceptibility to the proposed development making the sensitivity **medium**.

Significance of effect

26.13.5.6 Overall, the magnitude of the cumulative impact is deemed to be low/negligible and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect during construction for the area occupied by/adjacent to Mona Array Area will, therefore, be of **negligible or minor** adverse significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.13.5.7 Taking account of the scale and geographic extent of predicted effects on the aesthetic aspects of the host seascape resulting from Mona Offshore Wind Project generation assets in combination with Tier 1 projects, in particular Awel y Môr OWF, the cumulative effect during operation and maintenance is predicted to be of regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. Awel y Môr OWF is effectively a westward extension of the existing Gwynt y Môr OWF. At over 12km distance, Mona Offshore Wind Project generation assets would maintain a sense of separation from it and the North Wales cluster, causing little sense of ‘filling’ of an area, or incremental change due to successive individual developments (Figure 26.17). The cumulative impact magnitude during operation and maintenance is considered to be **low**.

Sensitivity of the receptor

26.13.5.8 With respect to aesthetic aspects, the sensitivity of the host landscapes (i.e. MCA 38 Irish Sea South, SSZ 2, SSZ 4 and SSZ 5) is as set out for the construction phase above.

Significance of effect

26.13.5.9 Overall, the magnitude of the cumulative impact is deemed to be low and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect during operation and maintenance for the area occupied by/adjacent to Mona Array Area will, therefore, be of **minor adverse** significance at most, which is not significant.

Tier 2

Construction and decommissioning phases

Magnitude of impact

26.13.5.10 Taking into account the scale and geographic extent of predicted effects on the aesthetic aspects of the host seascape resulting from Tier 2 projects in combination with Mona Offshore Wind Project the cumulative effect during construction is predicted to be of regional spatial extent, short term duration, intermittent and high reversibility. The impact will be caused by the combined influence of Morgan Offshore Wind Project, Morecambe Offshore Windfarm and Mona Array Area on the aesthetic aspects of the host seascape, which will affect the receptor directly and indirectly. It should be noted that Morgan Offshore Wind Project and Morecambe Offshore Windfarm are located in MCA 38 Irish Sea South approximately 5.5km to the north (Figure 26.19) and 9km northeast of Mona Array Area (Figure 26.18) respectively, and approximately midway between it and the Northwest England offshore wind farm cluster (Figure 26.7). The cumulative impact magnitude during construction is therefore, considered to be **medium**. The predicted magnitude takes account of the sense of ‘filling’ of the area between the North Wales and Northwest England clusters, and the incremental change due to successive individual developments.

Sensitivity of the receptor

26.13.5.11 The aesthetic aspects of the host seascape areas MCA 38 Irish Sea South and SSZ 2 and SSZ 5 are deemed to be of medium value and low susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **medium to low**. The aesthetic aspects of SSZ 4 are assessed as medium value and medium susceptibility to the proposed development making its sensitivity **medium**.

Significance of effect

26.13.5.12 Overall, the magnitude of the cumulative impact is deemed to be medium and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect during construction for the area occupied by/adjacent to Mona Array Area will, therefore, be of **moderate adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.13.5.13 Taking account of the scale and geographic extent of predicted effects on seascape character resulting from Mona Offshore Wind Project in combination with Tier 2 projects, in particular Morgan Offshore Wind Project and Morecambe Offshore Windfarm, the cumulative effect during operations and maintenance is predicted to be of regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. Bearing in mind that Morgan Offshore Wind Project and Morecambe Offshore Windfarm are located in MCA 38 Irish Sea South approximately 5.5km to the north and 9km northeast of Mona Array Area respectively, and approximately midway between it and the Northwest England offshore wind farm cluster (Figure 26.7), the cumulative impact magnitude

during operations and maintenance is considered to be **high to medium**. The predicted magnitude takes account of the sense of ‘filling’ of the area between the North Wales and Northwest England clusters, and the incremental change due to successive individual developments.

Sensitivity of the receptor

26.13.5.14 The sensitivity of the receptor is as set out for the construction phase above, namely **medium to low** for MCA 38 Irish Sea South, SSZ 2 and SSZ 5, and **medium** for SSZ 4.

Significance of effect

26.13.5.15 Overall, the magnitude of the cumulative impact is deemed to be high/medium and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect during operation and maintenance for the area occupied by/adjacent to Mona Array Area will, therefore, be of **moderate or major adverse** significance at most, which is significant.

Tier 3

26.13.5.16 The proposed Isle of Man offshore windfarm (Tier 3) is located to the north of Morgan Generation Assets, approximately midway between the Northwest England cluster and the Isle of Man, approximately 30km to the north of Mona Array Area (Figure 26.7). Their locations relative to one another, and the separation distances involved, would substantially restrict cumulative effects on arising on the aesthetic aspects of the host seascape. Consequently, there is no potential for significant additional cumulative effects to arise on the aesthetic aspects of the seascape in relation to Tier 3 projects, and no further assessment is provided here.

26.13.6 Cumulative effects on the overall character of the seascape and landscape areas together with proposed development projects

26.13.6.1 Cumulative effects will potentially arise on the character of seascape and landscape areas in the vicinity of Mona Array Area, during the construction, operations and maintenance phases, caused by both static and moving elements of the proposed development projects (as identified in Table 26.28 above – Tiers 1, 2 and 3), in combination with those of Mona Offshore Wind Project generation assets. Together these will potentially affect the characteristics and perceptions of the seascape/marine character areas in which Mona Array Area and the proposed development projects are primarily located, or which lie adjacent to it, as identified below:

- MCA 38 Irish Sea South
- Seascape Sensitivity Zone (SSZ) 2 North East Wales Offshore
- SSZ 4 North Wales and North Anglesey Offshore
- SSZ 5 North Wales and Anglesey Outer Offshore.

26.13.6.2 Due to the distance from land of Mona Array Area (in excess of approximately 30km) and the existing seascape context and having regard to the arrangement of proposed development projects relative to each other (i.e. siting and separation distances), there is no potential for significant additional cumulative effects to arise on overall landscape

character in the SLVIA study area. This includes the character of nationally designated landscapes, for example Anglesey AONB and Eryri National Park, the character and special qualities of which have no potential to be affected cumulatively by the Mona Offshore Wind Project and proposed development projects. Therefore, no further assessment of overall landscape character is provided here.

- 26.13.6.3 The potential cumulative effect arising on the overall character of the seascape resources together with proposed development projects is assessed below.

Tier 1

Construction and decommissioning phases

Magnitude of impact

- 26.13.6.4 Taking into account the scale and geographic extent of predicted effects on seascape character resulting from Tier 1 projects in combination with Mona Offshore Wind Project (Figure 26.5), the cumulative effect during construction is predicted to be of regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the combined influence on seascape character of Awel y Môr OWF and Mona Array Area which will affect the receptor directly and indirectly (Figure 26.17). It should be noted that Awel y Môr OWF is effectively a westward extension of the existing Gwynt y Môr OWF. The cumulative impact magnitude during construction is therefore, considered to be **low to negligible**.

Sensitivity of the receptor

- 26.13.6.5 Seascape areas MCA 38 Irish Sea South and SSZ 2 and SSZ 5 are deemed to be of medium seascape value and low susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **medium to low**. SSZ 4 is assessed as medium seascape value and medium susceptibility to the proposed development making its sensitivity **medium**.

Significance of effect

- 26.13.6.6 Overall, the magnitude of the cumulative impact is deemed to be low to negligible and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect on seascape character overall during construction will, therefore, be of **negligible or minor adverse** significance at most, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.13.6.7 Taking account of the scale and geographic extent of predicted effects on seascape character resulting from Mona Offshore Wind Project in combination with Tier 1 projects, in particular Awel y Môr OWF, the cumulative effect during operation and maintenance is predicted to be of regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. Bearing in mind that Awel y Môr OWF is effectively a westward extension of the existing Gwynt y Môr OWF, the cumulative impact magnitude during operations and maintenance is considered to be **low**.

Sensitivity of the receptor

- 26.13.6.8 The sensitivity of MCA 38 Irish Sea South, SSZ 2, SSZ 4 and SSZ 5 is as set out for the construction phase above.

Significance of effect

- 26.13.6.9 Overall, the magnitude of the cumulative impact is deemed to be low and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect on overall seascape character during operations and maintenance will, therefore, be of **minor adverse** significance, which is not significant.

Tier 2

Construction and decommissioning phases

Magnitude of impact

- 26.13.6.10 Taking into account the scale and geographic extent of predicted effects on seascape character resulting from Tier 2 projects in combination with Mona Offshore Wind Project, the cumulative effect during construction is predicted to be of regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the combined influence on seascape character of Morgan Offshore Wind Project, Morecambe Offshore Windfarm and Mona Array Area (Figure 26.18) which will affect the receptor directly and indirectly. It should be noted that Morgan Offshore Wind Project and Morecambe OWF are in MCA 38 Irish Sea South approximately 5.5km to the north and 9km northeast of Mona Array Area respectively, and approximately midway between it and the Northwest England existing offshore wind farm cluster (Figure 26.7). The cumulative impact magnitude during construction is therefore, considered to be **medium**. The predicted magnitude takes account of the sense of 'filling' of the area between the North Wales and Northwest England clusters, and the incremental change due to successive individual developments.

Sensitivity of the receptor

- 26.13.6.11 Seascape areas MCA 38 Irish Sea South and SSZ 2 and SSZ 5 are deemed to be of medium seascape value and low susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **medium to low**. SSZ 4 is assessed as medium seascape value and medium susceptibility to the proposed development making its sensitivity **medium**.

Significance of effect

- 26.13.6.12 Overall, the magnitude of the cumulative impact is deemed to be medium and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect on seascape character overall during construction for the area occupied by/adjacent to Mona Array Area will, therefore, be of **moderate adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.13.6.13 Taking account of the scale and geographic extent of predicted effects on seascape character resulting from Mona Offshore Wind Project in combination with Tier 2 projects, in particular Morgan Offshore Wind Project and Morecambe OWF, the cumulative effect during operation and maintenance is predicted to be of regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. Bearing in mind that Morgan Offshore Wind Project and Morecambe Offshore Windfarm are located in MCA 38 Irish Sea South approximately 5.5km to the north and 9km northeast of Mona Array Area respectively, and approximately midway between it and the Northwest England existing offshore wind farm cluster (Figure 26.7), the cumulative impact magnitude during operations and maintenance is considered to be **high to medium**. The predicted magnitude takes account of the sense of 'filling' of the area between the North Wales and Northwest England clusters, and the incremental change due to successive individual developments.

Sensitivity of the receptor

- 26.13.6.14 The sensitivity of the receptor is as set out for the construction phase above, namely **medium to low** for MCA 38 Irish Sea South, SSZ 2 and SSZ 5, and **medium** for SSZ 4.

Significance of effect

- 26.13.6.15 Overall, the magnitude of the cumulative impact is deemed to be high/medium and the sensitivity of the receptor is considered to be medium at most. The additional cumulative effect on overall seascape character during operations and maintenance for the area occupied by/adjacent to Mona Array Area will, therefore, be of **moderate or major adverse** significance, which is significant.

Tier 3

- 26.13.6.16 The proposed Isle of Man offshore windfarm (Tier 3) is located to the north of Morgan Generation Assets in Isle of man inshore waters, approximately 30km to the north of Mona Array Area. Their locations relative to one another, and the separation distances involved, would restrict cumulative effects on arising on the host seascape. Consequently, should the Isle of Man offshore wind farm be implemented in the future, there is no potential for significant additional cumulative seascape and landscape character effects attributable to Mona Offshore Wind Project generation assets to arise in relation to Tier 3 projects. Therefore, no further assessment is provided here.

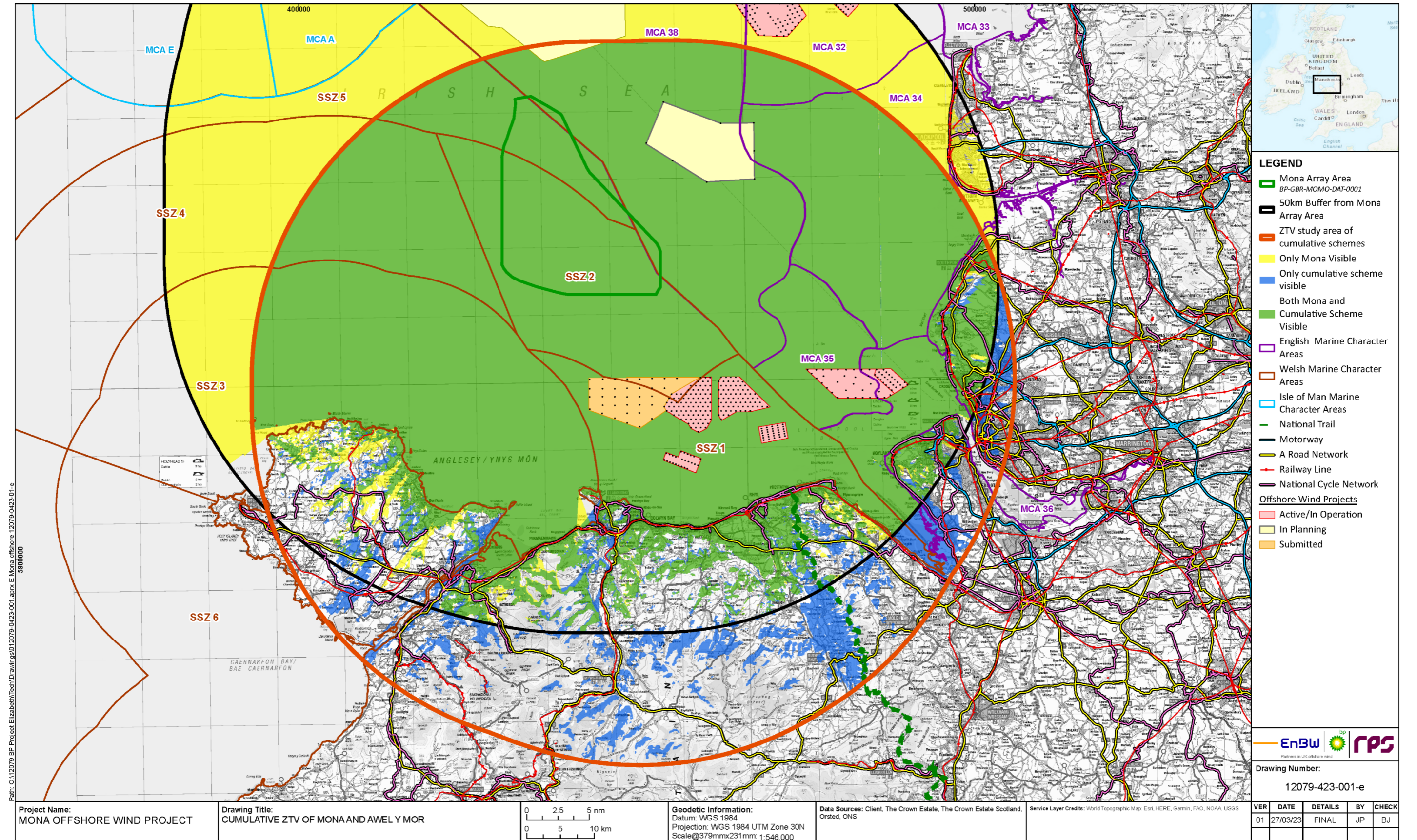


Figure 26.17: Cumulative ZTV of Mona Array Area with Awel y Môr Offshore Windfarm.

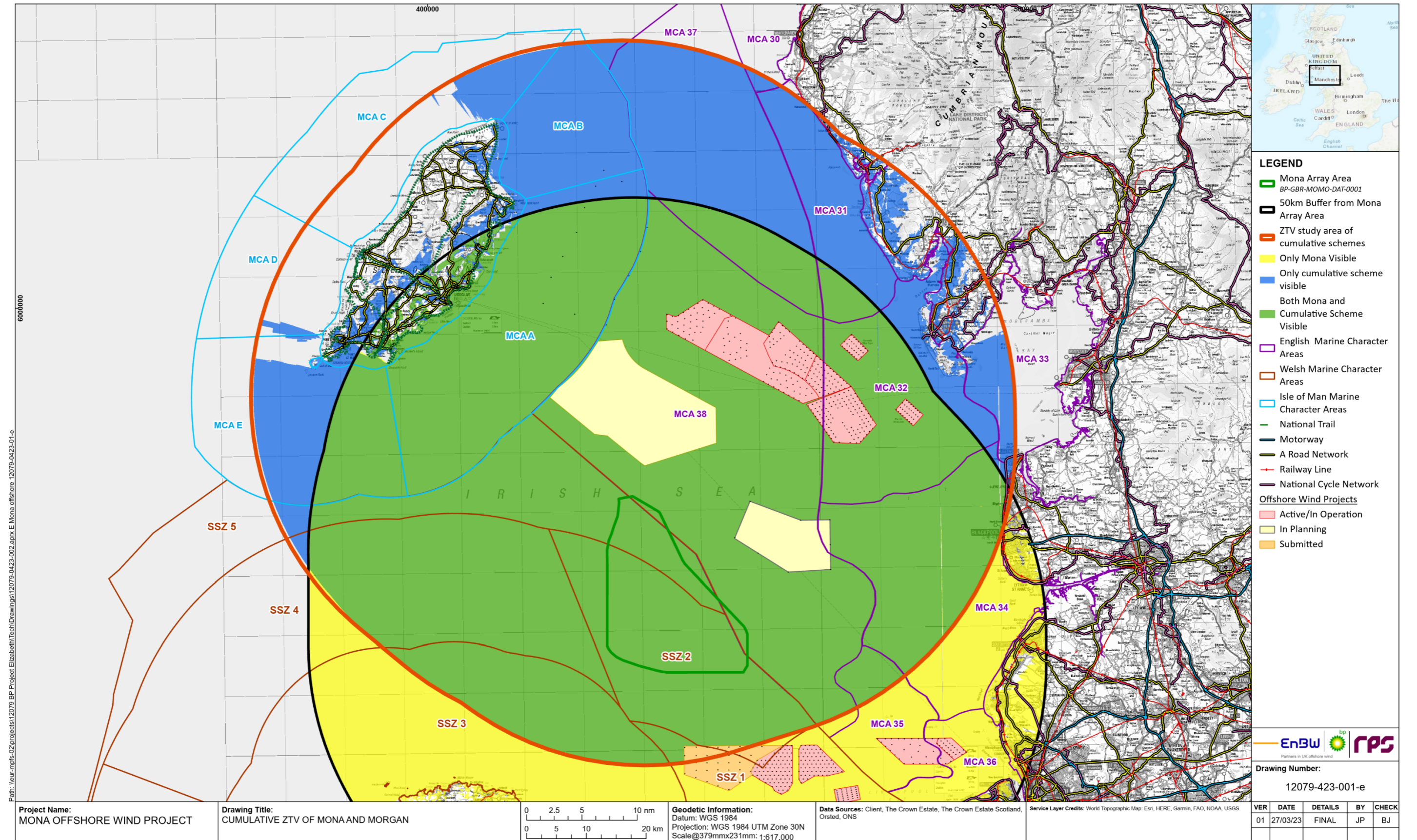


Figure 26.18: Cumulative ZTV of Mona Array Area with Morgan Generation Assets array area.

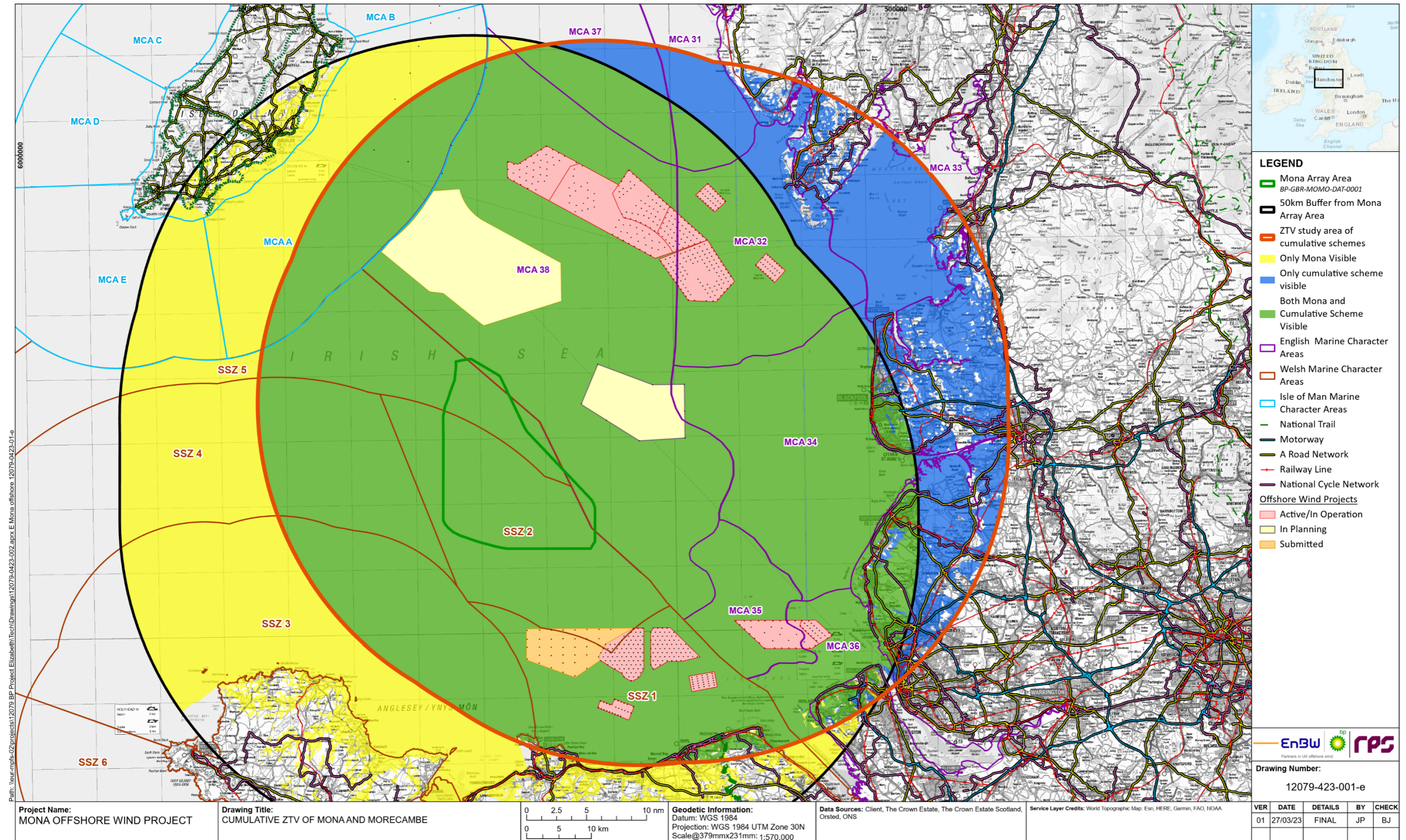


Figure 26.19: Cumulative ZTV of Mona Array Area with Morecambe Offshore Windfarm array area.

26.13.7 Cumulative visual effects together with proposed development projects – static and dynamic visual receptors (excluding ferry routes)

26.13.7.1 Cumulative visual effects will potentially occur in the SLVIA study area due to implementation of Mona Offshore Wind Project generation assets together with proposed development projects (Tiers 1, 2 and 3), as set out in Table 26.28, above. The effects would potentially arise during construction, operation and maintenance, caused by both static and moving elements of the combined development components, as summarised in the cumulative assessment methodology above (section 26.10.3.481).

26.13.7.2 Analysis of the combined ZTVs supported by fieldwork indicates that potential significant cumulative visual effects together with proposed development projects will be restricted to the following static and dynamic visual receptors in the SLVIA study area:

- Popular, sensitive publicly accessible locations on land, represented by the following CEA viewpoints (in addition to other relevant SLVIA VPs referred to further below):
- National trails (Wales Coast Path and Offa's Dyke Path or equivalent non-vehicular recreational routes e.g, Raad ny Foillan Coastal Path, Isle of Man)
- Main coastal roads and railways (including the A547 and A55 North Wales Expressway, the Liverpool/Manchester to Holyhead railway, and the Manx Electric Railway, Isle of Man).

26.13.7.3 Cumulative wirelines illustrating the Mona Offshore Wind Project generation assets along with existing and proposed offshore wind farms have been prepared for six representative viewpoints, these are a sample of the CEA wirelines that will be produced, to allow CEA for the PEIR. Representative viewpoint locations are illustrated on Figure 26.16. Cumulative wirelines have been undertaken for the following representative viewpoints:

- Representative viewpoint 3 Mynydd Eilian (Anglesey AONB and Wales Coast Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.3a and 1.7b)
- Representative viewpoint 7 Great Orme, Llandudno (Y Gogarth/Great Orme Country Park) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.7a and 1.7b)
- Representative viewpoint 15 Blackpool North Pier (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.15)
- Representative viewpoint 17 Kinmont/Buck Barrow, Lake District (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.17)
- Representative viewpoint 19 Douglas Head, Isle of Man (Raad ny Foillan Coastal Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.19)
- Representative viewpoint 28 Penmon Point (Anglesey AONB and Wales Coast Path) (Plan 2: Cumulative Wirelines of the Mona Array Area, Figure 1.28a and 1.28b)

26.13.7.4 These preliminary CEA wirelines were chosen to illustrate the cumulative effects from the surrounding land masses and have been used to aid the CEA process.

26.13.7.5 Other SLVIA VPs relevant to the CEA and the above static and dynamic visual receptors include the following (referred to further in brackets below):

- Representative viewpoint 2 Llanlleiana Head (Anglesey AONB and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)
- Representative viewpoint 6 Carnedd Llewelyn (Eryri National Park) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)
- Representative viewpoint 9 Rhyl (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)
- Representative viewpoint 13 Formby (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13)
- Representative viewpoint 25 Moelfre headland (Anglesey AONB and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)
- Representative viewpoint 27 Benllech (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.27)
- Representative viewpoint 30 Garreg Fawr (Eryri National Park and Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)
- Representative viewpoint 33 Conwy Mountain (Eryri National Park) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33)
- Representative viewpoint 39 Prestatyn Hillside (Offa's Dyke Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)
- Representative viewpoint 40 Point of Ayr (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)
- Representative viewpoint 43 Old Laxey, Isle of Man (Raad ny Foillan Coastal Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)
- Representative viewpoint 48 Llandudno (Wales Coast Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.48)
- Representative viewpoint 49 Douglas Bay, Isle of Man (Raad ny Foillan Coastal Path) (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49).

26.13.7.6 The viewpoints listed above are representative of popular sensitive visual receptors in the SLVIA study area as a whole, both static and dynamic. The SLVIA concluded that no significant effects would arise on people at these locations or travelling along these routes as a result of implementing Mona Offshore Wind Project generation assets. A similar conclusion was reached above in the CEA in relation to Mona Offshore Wind Project generation assets and existing development projects, in particular with the Northwest England and North Wales clusters of operational wind farms (Figure 26.7), and oil and gas infrastructure (Figure 26.8).

Tier 1

26.13.7.7 Awel y Môr OWF Tier 1 proposed development project is effectively a westward extension of the existing Gwynt y Môr OWF, itself part of the North Wales offshore

- wind farm cluster extending eastwards towards Merseyside parallel to the North Wales coast (Figure 26.8). Mona Array Area is situated approximately 12km north of Awel y Môr OWF and approximately 14km Northwest of the North Wales cluster.
- 26.13.7.8 With respect to Wales, the addition of Awel y Môr OWF to the North Wales cluster will significantly increase the influence of offshore wind farm development on the north coasts of Anglesey and Conwy, North Wales. Representative viewpoints 25, 27, 28, 30, 33, 7, 48, 9 and 39 illustrate this impact. Implementation of Mona Offshore Wind Project on the other hand will result in considerably lower visual change due to its greater distance offshore (in excess of approximately 30km) and 14km minimum separation distance from Awel y Môr Offshore Windfarm.
- 26.13.7.9 With regards to Northwest England and the Isle of Man, Awel y Môr Offshore Windfarm and Mona Array Area (and the Northwest England and North Wales offshore wind farm clusters) are located too far away from land based visual receptors for significant additional cumulative effects to be experienced by people at them. Representative viewpoints 15, 19 and 43 and 49 are representative of sensitive static and dynamic receptors in this part of the SLVIA study area). Therefore, only North Wales land based visual receptors have any potential to experience significant cumulative effects, assessed further below; land based visual receptors in England and Isle of Man are not assessed further.
- 26.13.7.10 Regarding static visual receptors in Wales such as settlement seafronts and coastal vantage points, the greatest potential for significant additional cumulative visual effects due to combined visibility of Awel y Môr Offshore Windfarm and Mona Array Area (Figure 26.17) will be along the northeast coast of Anglesey between Llanlleiana Head (representative viewpoint 2) and Penmon Point (representative viewpoint 28) via Moelfre headland (representative viewpoint 25). However, the potential for significant additional cumulative visual effects is low and it decreases as one moves eastwards. This is because of the proposed project locations relative to each other, the distance offshore, and the shifting parallax relationship between the two; Awel y Môr Offshore Windfarm in the forefront of views will increasingly mask Mona Offshore Wind Project situated beyond and behind it (representative viewpoints 28, 7 and 9 demonstrate this tendency).
- 26.13.7.11 Regarding dynamic visual receptors, particularly national trails, sequential visibility of Awel y Môr OWF together with Mona Offshore Wind Project generation assets will theoretically be afforded from sections of Wales Coast Path between Llanlleiana Head (representative viewpoint 2) on Anglesey as far as Point of Ayr, Flintshire (representative viewpoint 40) near the English border. These sequential views will potentially be experienced frequently by people travelling along sections of the route falling within the cumulative ZTV (Figure 26.17) where northerly views across the adjacent sea are available. For the same reason as with static receptors, the potential for significant additional cumulative effects decreases as one travels eastwards along the national trail. Representative viewpoints 2, 25 and 28 on Anglesey and representative viewpoints 30, 48, 9 and 40 in Conwy, Denbighshire and Flintshire coasts illustrate this tendency).
- 26.13.7.12 People travelling along Offa's Dyke Path will have occasional sequential visibility of Awel y Môr Offshore Windfarm and Mona Offshore Wind Project generation assets together when approaching Prestatyn. Mona Offshore Wind Project generation assets would be seen beyond and behind the North Wales offshore wind farm cluster and Awel y Môr Offshore Windfarm (representative viewpoint 39, illustrates this). The existing seascape context and distant siting of these existing and proposed offshore wind farms from Offa's Dyke Path will prevent significant additional cumulative visual effects from arising on people using the national trail.
- 26.13.7.13 The same low and decreasing potential for significant cumulative effects as with the Wales Coast Path applies for main coastal roads and railways on the North Wales coast, the principle dynamic visual receptors being the A547 and A55 North Wales Expressway and the mainline railway linking Manchester/Liverpool and Holyhead.
- ### Construction and decommissioning phases
- #### Magnitude of impact
- 26.13.7.14 Taking into account the scale and geographic extent of predicted cumulative impacts described above resulting from Tier 1 projects in combination with Mona Offshore Wind Project, the cumulative effect during construction on static and dynamic visual receptors (excluding ferry routes) is predicted to be of local/regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Awel y Môr Offshore Windfarm seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly. The cumulative impact magnitude on static and dynamic visual receptors attributable to Mona Offshore Wind Project generation assets during construction is therefore, considered to be **low**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the North Wales and Northwest England clusters, and the incremental visual change due to successive existing and proposed developments.
- #### Sensitivity of the receptor
- 26.13.7.15 Popular, sensitive publicly accessible locations on land (e.g. Benllech, Great Orme's Head, Llandudno) and national trails such as Wales Coast Path (or equivalent e.g. Raad ny Foillan Coastal Path, Isle of Man) are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor types is therefore, considered to be **high**.
- 26.13.7.16 Main coastal roads are railways deemed to be of low value and low susceptibility to the proposed development. The sensitivity of the receptor type is therefore, considered to be **low**.
- #### Significance of effect
- 26.13.7.17 Overall, the magnitude of the cumulative impact during construction and decommissioning on static and dynamic visual receptors is deemed to be low. The maximum magnitude is predicted for people at exposed locations on the northeast coast of Anglesey, for example at Benllech (representative viewpoint 27). People at locations or travelling along routes east of Conwy Bay would be affected to a lesser magnitude cumulatively.
- 26.13.7.18 The sensitivity of the popular, publicly accessible locations on land and national trails (or equivalent) receptors is considered to be high. The additional cumulative effect on them during construction and decommissioning will, therefore, be of **minor or moderate adverse** significance at most, which is not significant.

26.13.7.19 The main coastal roads and railways receptors is considered to be low. The additional cumulative effect on them during construction and decommissioning will, therefore, be of **negligible or minor adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.13.7.20 Taking into account the scale and geographic extent of predicted cumulative impacts (described previously above) resulting from Tier 1 projects in combination with Mona Offshore Wind Project, the cumulative effect during operations and maintenance on static and dynamic visual receptors (excluding ferry routes) is predicted to be of local/regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Awel y Môr Offshore Windfarm seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly. The cumulative impact magnitude on static and dynamic visual receptors attributable to Mona Offshore Wind Project generation assets during operations and maintenance is therefore, considered to be **medium to low**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the North Wales and Northwest England clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

26.13.7.21 The sensitivity of the receptor is as set out for the construction phase above, namely: **high** for popular, sensitive publicly accessible locations on land and national trails; and **low** for main coastal roads and railways.

Significance of effect

26.13.7.22 Overall, the magnitude of the cumulative impact during operations and maintenance on static and dynamic visual receptors (excluding ferry routes) is deemed to be medium/low at most. The maximum magnitude is predicted for people at exposed locations on the northeast coast of Anglesey, for example at Benllech (representative viewpoint 27). People at locations or travelling along routes east of Conwy Bay would be affected to a lesser magnitude cumulatively.

26.13.7.23 The sensitivity of the popular, sensitive publicly accessible locations on land and national trails (or equivalent) receptors is considered to be high. The additional cumulative effect on them during operations and maintenance will, therefore, be of **moderate adverse** significance at most, which is not significant.

26.13.7.24 The main coastal roads and railways receptors is considered to be low. The additional cumulative effect on them during construction will, therefore, be of **negligible or minor adverse** significance, which is not significant.

Tier 2

26.13.7.25 Morgan Offshore Wind Project and Morecambe Offshore Windfarm are located in open sea approximately 5.5km to the north and 9km northeast of Mona Array Area respectively, and approximately midway between it and the Northwest England

offshore wind farm cluster. Morgan Offshore Wind Project is located approximately 20km from the closest part of the Isle of Man, approximately midway between it and the Northwest England cluster (Figure 26.7).

26.13.7.26 With respect to Wales, the addition of Morgan Offshore Wind Project and Morecambe Offshore Windfarm in the area of open sea between the North Wales and Northwest England offshore wind farm clusters has no potential to cause significant additional cumulative visual effects together with Mona Offshore Wind Project.

26.13.7.27 Regarding England, at over 50km distance away from closest land, Morgan Offshore Wind Project has no potential to cause additional significant cumulative effects together with Mona Offshore Wind Project (Figure 26.18) Morecambe Offshore Windfarm would occupy the area of open sea between Mona Array Area and the nearest part of the Northwest coast, the environs of Blackpool, approximately 30km distance (Figure 26.19). In addition, Morecambe Offshore Windfarm would appear in front of, partly masking Mona Offshore Wind Project generation assets (representative viewpoint 15 illustrates this impact). The separation distance (30km minimum) of both proposed wind projects from land based visual receptors, and parallax relationship between the two would limit any significant sense 'filling' of an area, or incremental change resulting from successive individual developments. Therefore, no significant additional cumulative visual effects are likely to be experienced by people at popular, sensitive locations in England as a result of implementing Tier 2 projects.

26.13.7.28 Similar circumstances apply in regard to the Isle of Man. Morgan Offshore Wind Project would be situated approximately 20km from the closest part of the Isle of Man (VP 19 is representative). Morecambe OWF would be located in open sea approximately 10km to the south-east of Morgan Offshore Wind Project located almost 60km from the Isle of Man (Figure 26.5). In addition, Morgan Offshore Wind Project would appear in front of both Morecambe OWF and Mona Offshore Wind Project generation assets developments as experienced from the Isle of Man (VPs 19 and 43 are representative).

26.13.7.29 Morgan Offshore Wind Project and Mona Offshore Wind Project generation assets would be visible in combination from certain sensitive static visual receptors on the Isle of Man such as people on Douglas Promenade (VP 49) and Old Laxey seafront (VP 43), and frequently in sequential views by people travelling along Raad ny Foillan Coastal Path or Manx Electric Railway (VPs 49 and 43 are representative of both static and dynamic receptors)

26.13.7.30 The separation distance (35km minimum) of Mona Offshore Wind Project generation assets from land based visual receptors, and siting relative to Morgan Offshore Wind Project, would restrict the sense 'filling' of an area, or incremental change resulting from successive individual projects. Therefore, although the area of horizon occupied by offshore windfarms would increase in south-east views from the Isle of Man, no significant additional cumulative visual effects are likely to be experienced by people at popular, sensitive locations, such as at Douglas Promenade or Old Laxey seafront, or travelling along the Raad ny Foillan Coastal Path or Manx Electric Railway, as a result of implementing Mona Offshore Wind Project together with Tier 2 projects.

Construction and decommissioning phases

Magnitude of impact

- 26.13.7.31 Taking into account the scale and geographic extent of predicted cumulative impacts described above resulting from Tier 2 projects in combination with Mona Offshore Wind Project, the cumulative effect during construction on static and dynamic visual receptors (excluding ferry routes) is predicted to be of local/regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Morgan Offshore Wind Project seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly.
- 26.13.7.32 The cumulative impact magnitude on static and dynamic visual receptors attributable to Mona Offshore Wind Project generation assets during construction is therefore, considered to be **low to negligible**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the Isle of Man and the Northwest England and (to a lesser extent) the North Wales clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

- 26.13.7.33 Popular, sensitive publicly accessible locations on land (e.g. Douglas Promenade and Old Laxey seafront and trails such as Raad ny Foillan Coastal Path are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor types is therefore, considered to be **high**.
- 26.13.7.34 Manx Electric Railway is deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor type is therefore, considered to be **medium**.

Significance of effect

- 26.13.7.35 Overall, the magnitude of the cumulative impact during construction and decommissioning on static and dynamic visual receptors is deemed to be low/negligible. The maximum magnitude is predicted for people at exposed locations on the south-east coast of the Isle of Man, for example at, or travelling in between Douglas (representative viewpoints 19 and 49) and Old Laxey (representative viewpoint 43).
- 26.13.7.36 The sensitivity of the popular, publicly accessible locations on land and non-vehicular routes is considered to be high. The additional cumulative effect on them during construction will, therefore, be of **minor adverse** significance at most, which is not significant.
- 26.13.7.37 People travelling along Manx Electric Railway are considered to be medium sensitivity. The additional cumulative effect on them during construction will, therefore, be of **negligible or minor adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.13.7.38 Taking into account the scale and geographic extent of predicted cumulative impacts described above resulting from Tier 2 projects in combination with Mona Offshore Wind Project, the cumulative effect during operations and maintenance on static and dynamic visual receptors (excluding ferry routes) is predicted to be of local/regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Morgan Offshore Wind Project seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly.
- 26.13.7.39 The cumulative impact magnitude on static and dynamic visual receptors attributable to Mona Offshore Wind Project generation assets during operations and maintenance is therefore, considered to be **low**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the Isle of Man and the Northwest England and (to a lesser extent) the North Wales clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

- 26.13.7.40 The sensitivity of the receptor is as set out for the construction phase above, namely: **high** for popular, sensitive publicly accessible locations and non-vehicular routes on land; and **medium** for Manx Electric Railway.

Significance of effect

- 26.13.7.41 Overall, the magnitude of the cumulative impact during operations and maintenance on static and dynamic visual receptors is deemed to be low. The maximum magnitude is predicted for people at exposed locations on the south-east coast of the Isle of Man, for example at, or travelling in between Douglas (representative viewpoints 19 and 49) and Old Laxey (representative viewpoint 43).
- 26.13.7.42 The sensitivity of the popular, publicly accessible locations and non-vehicular routes on land is considered to be high. The additional cumulative effect on them during construction will, therefore, be of **minor or moderate adverse** significance at most, which is not significant.
- 26.13.7.43 People travelling along Manx Electric Railway area considered to be medium sensitivity. The additional cumulative effect on them during construction will, therefore, be of **minor adverse** significance, which is not significant.

Tier 3

- 26.13.7.44 The proposed Isle of Man offshore windfarm (Tier 3) is located in Isle of Man inshore waters, approximately 30km to the north of Mona Array Area. Their locations relative to one another, and the separation distances involved, would substantially restrict cumulative effects arising on the closest land based static and dynamic receptors on the Isle of Man (representative viewpoints 19, 43 and 49 illustrate this effect). Land based visual receptors in Wales and England would experience no cumulative change attributable to Mona Offshore Wind Project generation assets should the Isle of Man offshore wind farm be implemented in the future. As a consequence, there is no

potential for significant additional cumulative visual effects to arise in relation to Tier 3 projects, and no further assessment is provided here.

26.13.8 Cumulative visual effects together with proposed development projects – main ferry routes

26.13.8.1 Cumulative visual effects will potentially occur in the SLVIA study area due to implementation of Mona Offshore Wind Project generation assets together with proposed development projects (Tiers 1, 2 and 3), as set out in Table 26.28, above. The effects would potentially arise during construction, operation and maintenance, caused by both static and moving elements of the combined development components, as summarised in the cumulative assessment methodology above (section 26.11).

26.13.8.2 Analysis of the combined ZTVs (Figure 26.17, Figure 26.18 and Figure 26.19) supported by fieldwork indicates that potential significant cumulative visual effects together with proposed development projects will be restricted to the following main ferry routes in the SLVIA study area (representative VP nos. in brackets):

- Liverpool to Dublin (representative viewpoint 21)
- Liverpool to Douglas (representative viewpoint 22).

26.13.8.3 The SLVIA predicted that people on board the Liverpool to Dublin and Liverpool to Douglas ferries will potentially experience a moderate adverse, not significant visual effect when passing Mona Array Area. Factoring in the cumulative sequential visual experience along the entire routes (i.e. likely frequent visibility in favourable conditions of the North Wales and/or the Northwest England offshore wind farm clusters together with Mona Offshore Wind Project generation for both routes assets) a minor adverse, not significant additional cumulative visual effect is predicted in relation to existing development projects (refer to Figure 26.5 for operational wind farms and Figure 26.6 for other infrastructure e.g. oil and gas platforms).

Tier 1

26.13.8.4 Awel y Môr OWF is effectively a westward extension of the existing Gwynt y Môr Offshore Windfarm, itself part of the North Wales offshore wind farm cluster extending eastwards towards Merseyside parallel to the North Wales coast (Figure 26.8). Mona Array Area is situated approximately 12km north of Awel y Môr Offshore Windfarm and approximately 14km Northwest of the North Wales cluster.

26.13.8.5 Regarding the Liverpool to Douglas route, due to its separation distance from Awel y Môr Offshore Windfarm (approximately 25km minimum, seen as an extension to the North Wales cluster), coupled with the siting of Mona Array Area in between the two, there is no potential for on people onboard the ferry to experience additional significant visual effects and no further assessment is provided here.

26.13.8.6 With respect to the Liverpool to Dublin route, ferries will pass to north of Awel y Môr Offshore Windfarm (and the North Wales offshore wind farm cluster of which it forms an effective extension), to the south of Mona Array Area, approximately equidistant (approximately 5km minimum) between the two. People onboard the ferry will potentially experience frequent sequential visibility of both proposed offshore wind farms during the passage between Liverpool approaches and the area of sea due north of Anglesey travelling in both directions. Seen from the Liverpool Bay and

northeast Anglesey areas of sea, Mona Offshore Wind Project generation assets and Awel y Môr Offshore Windfarm will be viewed in combination, but in succession when passing between the two proposed offshore wind farms (i.e. people will need to turn their heads in opposite directions to see one or other of them). The predicted cumulative visual effect of Mona Offshore Wind Project together with Awel y Môr Offshore Windfarm on people onboard the Liverpool to Dublin ferry Offshore Windfarm is assessed below.

Construction phase

Magnitude of impact

26.13.8.7 Taking into account the scale and geographic extent of predicted cumulative impacts described above resulting from Awel y Môr Offshore Windfarm in combination with Mona Offshore Wind Project (Figure 26.17), the cumulative effect during construction on the Liverpool to Dublin is predicted to be of local/regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the sequential visibility of Awel y Môr Offshore Windfarm seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly. The cumulative impact magnitude on visual receptors attributable to Mona Offshore Wind Project generation assets during construction is therefore, considered to be **low**. The predicted magnitude takes account of the sense of ‘filling’ of the currently open area of sea between the North Wales and Northwest England clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

26.13.8.8 People on board ferries are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor type is therefore, considered to be **medium**.

Significance of effect

26.13.8.9 Overall, the magnitude of the cumulative impact during construction and decommissioning on the receptor is deemed to be low. The maximum magnitude is predicted for the section of route passing between Awel y Môr OWF and Mona Offshore Wind Project generation assets.

26.13.8.10 The sensitivity of the receptors is considered to be medium. The additional cumulative visual effect during construction will, therefore, be of **minor adverse** at most, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.13.8.11 Given the scale and geographic extent of predicted cumulative impacts (described previously above) resulting from Awel y Môr Offshore Windfarm in combination with Mona Offshore Wind Project (Table 26.28), the cumulative effect during operations and maintenance for people onboard the Liverpool to Dublin ferry is predicted to be of local/regional spatial extent, long term duration, continuous and high reversibility. It is

predicted that the impact will be caused by the combined and sequential visibility of Awel y Môr Offshore Windfarm seen together with Mona Offshore Wind Project generation assets which will affect the visual receptors directly. The cumulative impact magnitude on static and dynamic visual receptors attributable to Mona Offshore Wind Project generation assets during operations and maintenance is therefore, considered to be **medium**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the North Wales and Northwest England clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

- 26.13.8.12 The sensitivity of the receptor is as set out for the construction phase above, namely: **medium**.

Significance of effect

- 26.13.8.13 Overall, the magnitude of the cumulative impact during operations and maintenance for people onboard the Liverpool to Dublin ferry is deemed to be medium at most. The maximum magnitude is predicted for the section of route passing between Awel y Môr Offshore Windfarm and Mona Offshore Wind Project generation assets.
- 26.13.8.14 The sensitivity of the receptors is considered to be medium. The additional cumulative visual effect during operations and maintenance will, therefore, be of **moderate adverse** significance at most, which is not significant.

Tier 2

- 26.13.8.15 Morgan Offshore Wind Project and Morecambe Offshore Windfarm are located in open sea approximately 5.5km to the north and 9km northeast of Mona Array Area respectively, and approximately midway between it and the Northwest England offshore wind farm cluster. Morgan Offshore Wind Project is located approximately 20km from the closest part of the Isle of Man, approximately midway between it and the Northwest England cluster (Figure 26.7).
- 26.13.8.16 As mentioned previously, the SLVIA predicted a moderate adverse, not significant visual impact for people on board the Liverpool to Dublin and Liverpool to Douglas ferries when passing Mona Array Area. Factoring in the cumulative sequential visual experience along the entire routes a minor adverse, not significant additional cumulative visual effect is predicted in relation Mona Offshore Wind Project generation assets together with existing development projects (refer Figure 26.18 and Figure 26.19).
- 26.13.8.17 Regarding the Liverpool to Dublin route, due to its separation distance from Morgan Offshore Wind Project and Morecambe OWF (approximately 25km), coupled with the siting of Mona Array Area in between the two, there is no potential for on people onboard the ferry to experience additional significant visual effects and no further assessment is provided here.
- 26.13.8.18 With respect to the Liverpool to Douglas route, it is understood that ferries will pass to the south and west of Morecambe OWF and Morgan Offshore Wind Project, between them and Mona Array Area; the Northwest England offshore wind farm cluster lies to the north/northeast of Morecambe Offshore Windfarm and Morgan Offshore Wind

Project and (Figure 26.7). People onboard the ferry will potentially experience frequent sequential visibility of all three proposed offshore wind farms during the central passage between Liverpool and Douglas. Seen from the approaches to Liverpool and Douglas, Mona Offshore Wind Project generation assets and Morecambe Offshore Windfarm and Morgan Offshore Wind Project will be viewed in combination, but in succession when passing between the proposed offshore wind farms (i.e. people will need to turn their heads in opposite directions to see one or other of them) (Figure 26.18 and Figure 26.19). The predicted cumulative visual effect of Mona Offshore Wind Project together with Morecambe Offshore Windfarm and Morgan Offshore Wind Project for on people onboard the Liverpool to Douglas ferry is assessed below.

Construction and decommissioning phases

Magnitude of impact

- 26.13.8.19 Given the scale and geographic extent of predicted cumulative impacts described above resulting from Tier 2 projects in combination with Mona Offshore Wind Project, the cumulative effect during construction on the Liverpool to Douglas ferry route is predicted to be of local/regional spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Mona Offshore Wind Project generation assets together with Morecambe OWF and Morgan Offshore Wind Project seen together which will affect the visual receptors directly.
- 26.13.8.20 The cumulative impact magnitude on visual receptors attributable to Mona Offshore Wind Project generation assets during construction and decommissioning is therefore, considered to be **medium**. The predicted magnitude takes account of the sense of 'filling' of the currently open area of sea between the Northwest England and North Wales offshore wind farm clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

- 26.13.8.21 People on board ferries are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor type is therefore, considered to be **medium**.

Significance of effect

- 26.13.8.22 Overall, the magnitude of the cumulative impact during construction and decommissioning on visual receptors is deemed to be medium. The maximum magnitude is predicted to arise when passing between the proposed development projects during the central part of the passage.
- 26.13.8.23 The sensitivity of the receptor is considered to be medium. The additional cumulative effect on them during construction and decommissioning will, therefore, be of **moderate adverse** significance at most, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.13.8.24 Taking into account the scale and geographic extent of predicted cumulative impacts described above resulting from Tier 2 projects in combination with Mona Offshore Wind Project, the cumulative effect during operations and maintenance on the Liverpool to Douglas ferry route is predicted to be of local/regional spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact will be caused by the combined and sequential visibility of Mona Offshore Wind Project generation assets together with Morecambe Offshore Windfarm and Morgan Offshore Wind Project seen together which will affect the visual receptors directly.
- 26.13.8.25 The cumulative impact magnitude on visual receptors attributable to Mona Offshore Wind Project generation assets during operations and maintenance is therefore, considered to be **high to medium**. The predicted magnitude takes account of the sense of ‘filling’ of the currently open area of sea between the Northwest England and North Wales offshore wind farm clusters, and the incremental visual change due to successive existing and proposed developments.

Sensitivity of the receptor

- 26.13.8.26 The sensitivity of the receptor is as set out for the construction and decommissioning phase above, namely: **medium**.

Significance of effect

- 26.13.8.27 Overall, the magnitude of the cumulative impact during operations and maintenance on visual receptors is deemed to be high/medium. The maximum magnitude is predicted to arise when passing between the proposed development projects during the central part of the passage.
- 26.13.8.28 The sensitivity of the receptors is considered to be medium. The additional cumulative effect on them during operations and maintenance will, therefore, be of **moderate to major adverse** significance at most, which is significant. A significant cumulative impact arises in this instance due to the frequent and continuous nature of sequential views/visibility of the Tier 2 proposed development projects together with Mona Offshore Wind Project generation assets.

Tier 3

- 26.13.8.29 The proposed Isle of Man offshore windfarm (Tier 3) is located in Isle of Man inshore waters, approximately 30km to the north of Mona Array Area. Their locations relative to one another, and the separation distances involved from each other and the Liverpool to Douglas route, would substantially restrict cumulative effects. People on board the ferry would experience negligible cumulative change attributable to Mona Offshore Wind Project generation assets should the Isle of Man offshore wind farm be implemented in the future. As a consequence, there is no potential for significant additional cumulative visual effects to arise in relation to Tier 3 projects, and no further assessment is provided here.

26.13.9 Potential cumulative effects on qualifying characteristics of World Heritage Sites and Registered Historic Parks and Gardens

- 26.13.9.1 World Heritage Sites and Registered Historic Parks and Gardens situated in the SLVIA study area are shown on Figure 26.4. The locations and seascape/landscape contexts of these heritage assets relative to Mona Offshore Wind Project generation assets and the proposed Tier 1, 2 and 3 development projects are such that there is negligible potential for significant additional cumulative effects to arise on their qualifying characteristics. This includes Gwrych Castle Historic Park and Garden, the closest historic asset to Mona Array Area. Tier 1 proposed Awel y Môr Offshore Windfarm (approximately 15km distant) will be present in the forefront of views, masking Mona Offshore Wind Project generation assets situated beyond and behind it at a distance of approximately 35km (representative viewpoint 9 illustrates this impact). Consequently, no further assessment is provided of World Heritage Sites and Registered Historic Parks and Gardens here.

26.14 Transboundary effects

- 26.14.1.1 A screening of transboundary impacts has been carried out and any potential for significant transboundary effects with regard to seascape, landscape and visual resources and receptors from the Mona Offshore Wind Project upon the interests of other states has been assessed as part of this PEIR. The potential transboundary impacts assessed within volume 5, annex 5.4: Transboundary screening of the PEIR are summarised below:

- Impact 1: Impact 1: Effects on the adjoining seascapes of the territorial waters of England and the Isle of Man.
- Impact 2: Effects on visual receptors within the adjoining seascapes of England and the Isle of Man.
- Impact 3: Effects on high sensitivity visual receptors on the Isle of Man.

26.15 Inter-related effects

- 26.15.1.1 Inter-relationships are considered to be the impacts and associated effects of different aspects of the proposal on the same receptor. These are considered to be:
- Project lifetime effects: Assessment of the scope for effects that occur throughout more than one phase of the Mona Offshore Wind Project (construction, operations and maintenance, and decommissioning), to interact to potentially create a more significant effect on a receptor than if just assessed in isolation in these three phases (e.g. subsea noise effects from piling, operational wind turbines, vessels and decommissioning)
 - Receptor led effects: Assessment of the scope for all effects to interact, spatially and temporally, to create inter-related effects on a receptor. As an example, all effects on seascape, landscape and visual resources may interact to produce a different, or greater effect on this receptor than when the effects are considered in isolation. Receptor-led effects may be short term, temporary or transient effects, or incorporate longer term effects.

26.15.1.2 A description of the likely interactive effects arising from the Mona Offshore Wind Project on seascape, landscape and visual resources is provided in volume 2, chapter 15: Inter-related effects of the PEIR and volume 3, chapter 25: Inter-related effects of the PEIR

Section 3: SLVIA of the Mona Proposed Onshore Development Area

26.16 Seascape, landscape and visual impact assessment of the Mona Proposed Onshore Development Area

26.16.1 Landscape baseline environment

26.16.1.1 The onshore SLVIA baseline environment comprises two distinct but connected aspects, described in the following separate technical reports:

- Landscape character baseline including special qualities of nationally designated landscapes (volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR)
- Visual baseline (volume 8, annex 26.3: Visual baseline technical report of the PEIR).

26.16.1.2 Summaries of the baseline landscape and visual environments of the SLVIA study area are provided below.

26.16.2 Onshore landscape character baseline

26.16.2.1 With respect to the onshore components of the Mona Offshore Wind Project MDS, national landscape character areas, within the SLVIA study area with the potential to be affected by the Mona Proposed Onshore Development Area have been identified. LANDMAP Aspect Areas with potential to be affected by the Onshore Cable Corridor and Onshore Substation (within the Mona Proposed Onshore Development Area) have also been identified (Table 26.20 and Figure 26.21).

26.16.2.2 The landscape characteristics with potential to be affected have been identified and described in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Extracts of published assessments reproduced in appendix A of volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR provide further detail on landscape characteristics for relevant character areas. Appendix A also includes information on the relevant statutory landscape designations including the special qualities that underpin their designated status as nationally important landscapes.

26.16.2.3 Character areas within the SLVIA study with little or no overlap with the ZTV of the Mona Onshore Substation and/or that are likely to experience negligible or no change due to those transmission assets have been scoped out of the assessment.

26.16.2.4 Table 26.20 lists the seascape and landscape character areas scoped in to the SLVIA. Designated areas of landscape and seascape are covered in the next section.

Table 26.20: Landscape character areas assessed in the SLVIA.

Character area ref.	Title	Level	Jurisdiction	Source
Wales National Landscape Character Areas				
National Landscape Character Area (NLCA) 01	Afordir Môn/Anglesey Coast	National	Wales – Anglesey	NRW https://cdn.cyfoethnaturiol.cymru/
NLCA 02	Canolbarth Môn/Central Anglesey	National	Wales – Anglesey	
NLCA 03	Arfon	National	Wales – Gwynedd	
NLCA 06	Eryri	National	Wales – Eryri	
NLCA 07	Dyffryn Conwy/Conway Valley	National	Wales – Conwy	
NLCA 08	Afordir Gogledd Cymru/North Wales Coast	National	Wales – Conwy/ Denbighshire/ Flintshire	
NLCA 09	Bryniau Rhos/Rhos Hills	National	Wales – Conwy/ Denbighshire	
NLCA 12	Clwydian Range	National	Wales – Denbighshire/ Flintshire	
NLCA 13	Deeside and Wrexham	National	Wales – Flintshire	
England National Character Areas				
NCA 32	Lancashire and Amounderness	National	England – Lancashire	Natural England National Character Area profiles - GOV.UK (www.gov.uk)
NCA 57	Sefton Coast	National	England – Merseyside/ Sefton	
NCA 58	Merseyside Conurbation	National	England – Merseyside/ Liverpool	
NCA 59	Wirral	National	England – Merseyside/ Wirral	
Isle of Man Landscape Character Types				
LCT A	Uplands	National/Local	Isle of Man	Isle of Man Government/Chris Blandford Associates
LCT B	Narrow Upland Glens	National/Local	Isle of Man	
LCT C	Broad Valley Lowland	National/Local	Isle of Man	
LCT D	Incised Slopes	National/Local	Isle of Man	
LCT E	Rugged Coast	National/Local	Isle of Man	
Anglesey and Eryri Seascape Character Areas				
SCA 2	Conwy Bay	Local	Wales – Anglesey/ Eryri	

Character area ref.	Title	Level	Jurisdiction	Source
SCA 3	Traeth Lafen	Local	Wales – Anglesey/ Eryri	Isle of Anglesey County Council and Eryri National Park Authority
SCA 5	Penmon	Local	Wales – Anglesey	
SCA 6	Red Wharf Bay to Moelfre	Local	Wales – Anglesey	
SCA 7	Dulas Bay	Local	Wales – Anglesey	
SCA 8	Amlwch and Camaes	Local	Wales – Anglesey	
SCA 9	Cemlyn Bay	Local	Wales – Anglesey	
SCA 28	Nort-east Anglesey	Local	Wales – Anglesey	
SCA 29	North of Anglesey	Local	Wales – Anglesey	
SCA 30	Nort-west Anglesey	Local	Wales – Anglesey	

Eryri National Park Character Areas

LCA 1	Ucheldir y Gogledd	Local	Wales – Eryri	Eryri National Park Authority
LCA 2	Y Cameddau	Local	Wales – Eryri	

LANDMAP Aspect Areas (Visual and Sensory)

CNWVS052	Llandudno to Kinmel Bay intertidal	National/Local	Wales Wales – Conwy	NRW http://naturalresources.wales/Landmap
CNWVS062	Llandulas Urban Coast	National/Local	Wales	
CNWVS070	Abergele coastal plain	National/Local	Wales	
CNWVS020	Kinmel Manor environs, Mosaic Rolling Lowland	National/Local	Wales	
CNWVS021	Cefn yr Ogof and environs	National/Local	Wales	
CNWVS023	Dulas Lowlands	National/Local	Wales	
DNBGHVS037	Limestone Valley-Cefn	National/Local	Wales – Denbighshire	
DNBGHVS014	Area North and East of Bodelwyddan	National/Local	Wales – Denbighshire	

LANDMAP Aspect Areas (Habitat)

CNWLH004	Abergele grassland mosaic	National/Local	Wales	NRW http://naturalresources.wales/Landmap
CNWLH039	Gwrych castle wood and mosaic	National/Local	Wales	
CNWLH034	Kinmel Park woods	National/Local	Wales	
CNWLH035	Kinmel parkland	National/Local	Wales	

LANDMAP Aspect Areas (Geological)

CNWGL052	Penmaen Rhos to Kimmel Bay coast	National/Local	Wales	NRW http://naturalresources.wales/Landmap
CNWGL048	Abergele	National/Local	Wales	
CNWGL047	Tower Hill	National/Local	Wales	

Character area ref.	Title	Level	Jurisdiction	Source
CNWGL050	Betws yn Rhos	National/Local	Wales	
DNBGHGL016	Bodelwyddan	National/Local	Wales – Denbighshire	

LANDMAP Aspect Areas (Historic Landscape)

CNWHL032	Conwy east foreshore	National/Local	Wales	NRW http://naturalresources.wales/Landmap
CNWHL051	Gwrych Castle	National/Local	Wales	
CNWHL080	Rhyd-y-foel	National/Local	Wales	
DNBHHL041	Pentre-mawr	National/Local	Wales – Denbighshire	

LANDMAP Aspect Areas (Cultural Landscape)

CNWCL012	Coastal slopes	National/Local	Wales	NRW http://naturalresources.wales/Landmap
CNWCL018	Conwy uplands	National/Local	Wales	

26.16.2.5 Regarding seasonal and medium to long-term temporal landscape character change, these issues are intrinsic to SLVIA and are considered as part of both the baseline and the impact assessment stages. A summary of the issues involved follows.

26.16.2.6 Seasonal temporal change: Seasonal variations in vegetation cover, colour and texture alter the character of landscapes, particularly the difference between winter and summer deciduous vegetation. Diurnal and seasonal variations in weather and natural lighting

26.16.2.7 Medium and long-term temporal change: Landscape character inevitably changes over time (i.e. years/decades). Change may result in new landscape patterns, or reversion to former ones. For example: deforestation, afforestation, urbanisation, land/farm management, farming techniques, natural resource exploitation, government legislation/policy/funding (e.g. agriculture and forestry/woodland grants), planning and environmental policy (e.g. landscape designations), and other land use initiatives (e.g. rewilding).

26.16.3 Onshore visual baseline

26.16.3.1 The visual baseline assessment involved a desktop exercise and consultation process to identify appropriate visual receptors and representative viewpoints within the SLVIA study area and falling within the ZTVs of the Mona Array Area and Mona Onshore Substation Option 2 and 7.

26.16.3.2 The representative viewpoints were selected to represent a broad range of locations and sensitive visual receptors across the SLVIA study area. Fieldwork was undertaken to verify the visual receptors and representative viewpoint locations and photography captured. Following further consultations, the number of representative viewpoints was increased; a few original suggestions were dropped by agreement with the relevant consultee(s). For instance, it was agreed with NRW/Eryri National Park Authority that the view from Yr Wyddfa summit (representative viewpoint 5) need not be photographed or assessed, due to the distance from the Mona Array Area (Figure 26.21).

26.16.3.3 Visual receptor categories are considered in the SLVIA, these are all from publicly accessible viewpoints. They include:

- People using National trails and promoted paths (e.g. Offa’s Dyke Path National Trail and the Wales Coast Path)
- People using Access Land/open country (CRoW Act, 2000)
- People using public rights of way (PRoW) close to, or crossing, the Proposed Mona Proposed Onshore Development Area
- Cyclists using National Cycle Routes (NCRs) or National Cycleways
- People accessing main coastal settlement adjacent to the Mona Proposed Onshore Development Area
- People travelling along main coastal roads (e.g. A55 and A547)
- People using coastal railways (e.g. Liverpool/Manchester to Holyhead).

Views from Residential Properties

26.16.3.4 In the planning system no individual has the right to a view. The Landscape Institute has provided guidance on residential visual amenity in *Landscape Institute Technical Guidance Note 2/19 Residential Visual Amenity Assessment* (LI TGN 2/19).

26.16.3.5 Views of the proposed Mona Onshore Substation would neither overwhelm existing properties within the SLVIA study area, nor render these properties so “*unattractive a place to live that planning permission should be refused*” (Inspector Kingaby, Burnthouse Farm Wind Farm, APP/D0515/A/10/2123739, Inspector’s Report, paragraph 119) (also at paragraph A1.6 of LI TGN 2/19). Inspector Kingaby noted that “*There needs to be a degree of harm over and above identified substantial effect to take a case into the category of refusal in the public interest. Changing the outlook from a property is not sufficient*” (Inspector’s Report, paragraph 120) (also at paragraph A1.7, LI TGN 2/19). The Inspector, in the Langham Wind Farm decision, noted that “*The planning system controls development in the public interest, and not in the private interest. The preservation of open views is a private interest*” (Langham Wind Farm Appeal Decision APP/D2510/A/10/2130539) (also at LI TGN 2/19, paragraph A1.11).

26.16.3.6 The distance to the closest property (that lies within the ZTV is Tyddyn Meredydd, Cefn, St Asaph, LL17 0HG (42m to the boundary of Mona Onshore Substation zone for Option 2). The distance to the closest property that lies within the ZTV is Pen Y Clink, Cefn Road, St Asaph, LL17 0LN (183m to the boundary of Mona Onshore Substation zone for Option 7). As such, no residential properties have the potential to experience a degree of harm over and above substantial to make considering private views a public interest matter. As such, private views are not considered further in this chapter.

26.16.3.7 Regarding the representative viewpoints, Table 26.16 presents the list of agreed offshore views and Table 26.21, Table 26.22 and Table 26.23 provide initial onshore representative viewpoint locations. The representative viewpoint locations and photography are provided within volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Table 26.21: Representative viewpoints included in the SLVIA (Mona Onshore Substation Option 2).

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
2.1 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.1 and B2.1a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.1b)	Local road north of substation site	Occupiers of vehicles	Public highway	None
2.2 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.2 and B2.2a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.2b)	Local road at Hendy Farm south of substation site	Occupiers of vehicles	Public highway	None
2.3 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.3 and B2.3a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.3b)	Public right of way at Pentre-mawr	Walkers using public right of way	PRoW	None
2.4 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.4 and B2.4a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.4b)	Public right of way at Waen-Meredydd	Walkers using public right of way	PRoW	None

Representative viewpoint ref.	Location	Receptor type	Receptor Note category	
2.5 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.5 and B2.5a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.5b)	Farm track south of St Asaph Business Park	Walkers using track	PRoW	None
2.6 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.6 and B2 6a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.6b)	Bridleway at Coed Esgob	Equestrians using bridleway	PRoW	None
2.7 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.7 and B2 7a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.7b)	Local road at Ty'n-y-ffordd-bach	Occupiers of vehicles	Public highway	None
2.8 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.8 and B2 8a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.8b)	Public right of way west of St Asaph	Walkers using public right of way	PRoW	None

Representative viewpoint ref.	Location	Receptor type	Receptor Note category	
2.9 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.9 and B2 9a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.9b)	Glacoed Road at Bryn-celyn	Occupiers of vehicles	Public highway	None
2.10 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.10 and B2 10a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.10b)	Bridleway east of Bodelwyddan Park	Equestrians using bridleway	PRoW	None
2.11 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.11 and B2 11a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.11b)	Rhuddlan Castle	Walkers using public right of way/visitors to heritage asset	PRoW	None
2.12 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.12 and B2.12a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.12b)	Offa's Dyke Path Moel Maenefa	Walkers using national trail in Clwydian Range AONB	PRoW	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
2.13 Annex 26.3 visual baseline technical report, Appendix B2 Figures B2.13 and B2.13a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.13b)	Offa's Dyke Path Pen-y-Mynydd	Walkers using national trail in Clwydian Range AONB	PRoW	None

Table 26.22: Representative viewpoints included in the SLVIA (Mona Onshore Substation Option 7).

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
3.1 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.1 and B3 1a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.1b)	Local road south of substation site	Occupiers of vehicles	Public highway	None
3.2 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.2 and B3 2a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.2b)	Local road west of substation site	Occupiers of vehicles	Public highway	None
3.3 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.3 and B3 3a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.3b)	Local road north of substation Option on south edge of St Asaph	Occupiers of vehicles	PRoW	None

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
3.4 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.4 and B3 4a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.4b)	Bridleway west of substation site	Equestrians using bridleway	PRoW	None
3.5 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.5 and B3 5a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.5b)	Cwttir Lane	Occupiers of vehicles	Public highway	None
3.6 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.6 and B3 6a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.6b)	Local road at Isfryn Farm	Occupiers of vehicles	Public highway	None
3.7 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.7 and B3.7a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.7b)	Local road at Bedd-y-cawr, near public right of way/	Walkers using public right of way	PRoW	None
3.8 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.8 and B3.8a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.8b)	Local road at Wigfair Hall	Occupiers of vehicles	Public highway	None

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Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
<p>3.9 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.9 and B3 9a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)</p>	<p>Offa's Dyke Path Moel Maenefa</p>	<p>Walkers using national trail in Clwydian Range AONB</p>	<p>PRoW</p>	<p>None</p>
<p>3.10 Annex 26.3 visual baseline technical report, Appendix B3 Figures B3.10 and B3.10a (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b)</p>	<p>Offa's Dyke Path Pen-y-Mynydd</p>	<p>Walkers using national trail in Clwydian Range AONB</p>	<p>PRoW</p>	<p>None</p>

Table 26.23: Representative viewpoints included in the SLVIA (onshore cable corridor).

Representative viewpoint ref.	Location	Receptor type	Receptor category	Note
4.1 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.1 and B4.1a	Tan-y-Gopa Road/public right of way intersection west of Abergele within cable corridor section 2	Occupiers of vehicles, equestrians and cyclists Walkers using public right of way	Public highway PRoW	None
4.2 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.2 and B4.2a	Roman Road/B5381 east of Moelfre within cable corridor section 4	Occupiers of vehicles and cyclists	Public highway	None
4.3 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.3 and B4.3a	Roman Road/B5381 Glascoed Road at Bodelwyddan within cable corridor section 6	Occupiers of vehicles and cyclists	Public highway	None
4.4 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.4 and B4.4a	Roman Road/B5381 at Glascoed Road junction within cable corridor section 6	Occupiers of vehicles and cyclists	Public highway	None
4.5 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.5 and B4.5a	Roman Road/B5381 at Glascoed Road junction within cable corridor section 6	Occupiers of vehicles and cyclists	Public highway	None
4.6 Annex 26.3 visual baseline technical report, Appendix B4 Figures B4.6 and B4.6a	Cefn Lane southwest of St Asaph within cable corridor section 8	Occupiers of vehicles, equestrians and cyclists	Public highway	None

Table 26.24: Designated landscapes and relevant qualifying interests for the SLVIA of the Mona Proposed Onshore Development Area.

Designated site	Closest distance to the Mona Array Area (km)	Closest distance to the Mona Onshore Substations (km)	Relevant qualifying interest
Clwydian Range and Dee Valley AONB	36.5km	6km	Two special qualities of relevance: <ul style="list-style-type: none"> • Tranquillity • Remoteness and wildness, space and freedom expansive views/seascapes.

26.16.4 Nationally designated landscapes within the Mona Proposed Onshore Development Area SLVIA study area

26.16.4.1 Designated areas of landscapes identified for the inclusion in the seascape, landscape and visual resources chapter are listed in Table 26.17. The special qualities and criteria for designations are set out in volume 8, annex 26.2: Seascape, landscape character baseline technical report, of the PEIR. Figure 26.4 illustrates these and the Registered Parks and Gardens (on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales) within the SLVIA study area for the Mona Proposed Onshore Development Area.

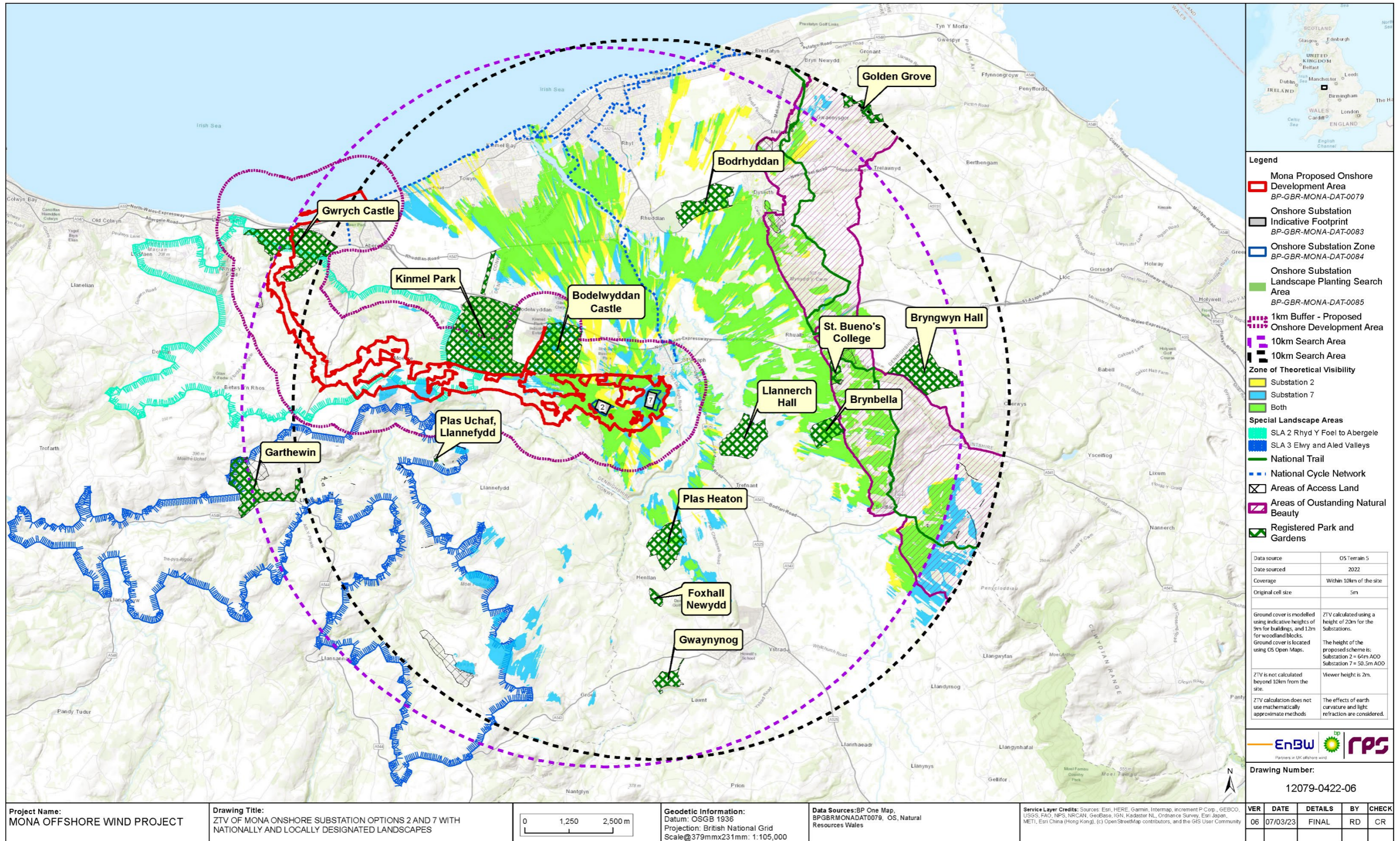


Figure 26.20: ZTV of Mona Onshore Substation Options 2 and 7 with nationally and locally designated landscapes.

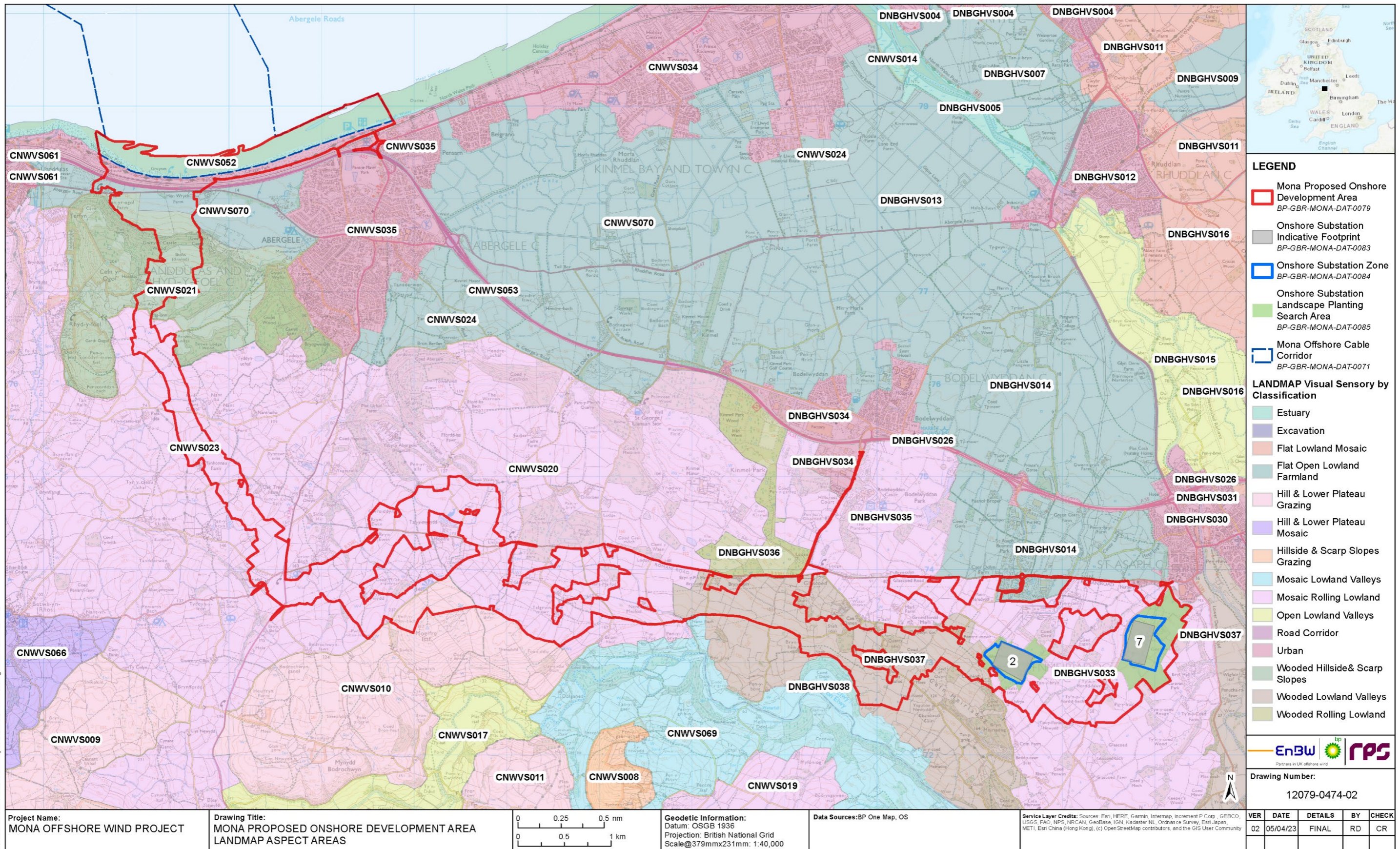


Figure 26.21: Mona Proposed Onshore Development Area and LANDMAP Aspect Areas.

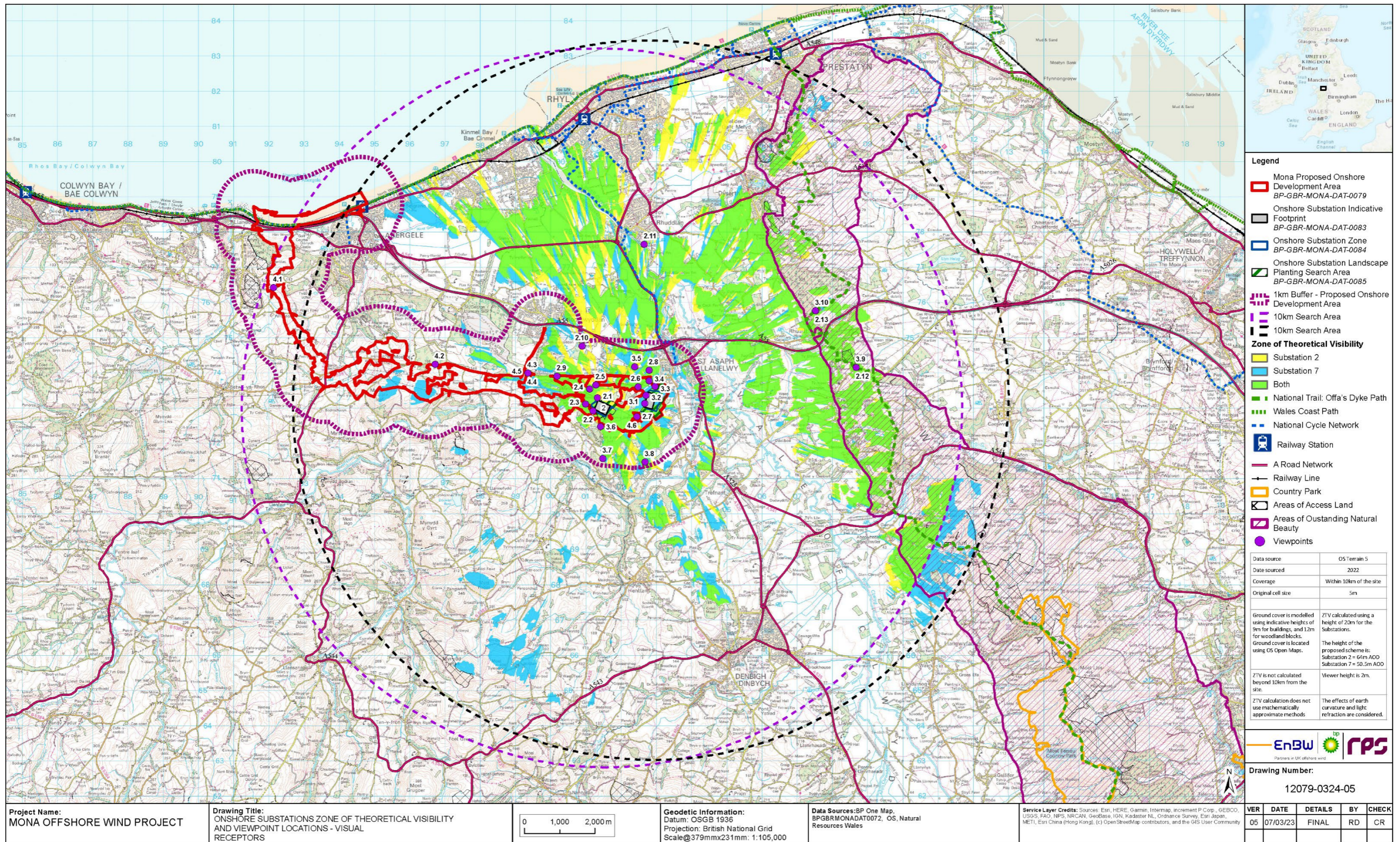


Figure 26.22: ZTV and representative viewpoint locations relating to Mona Onshore Substation Options 2 and 7.

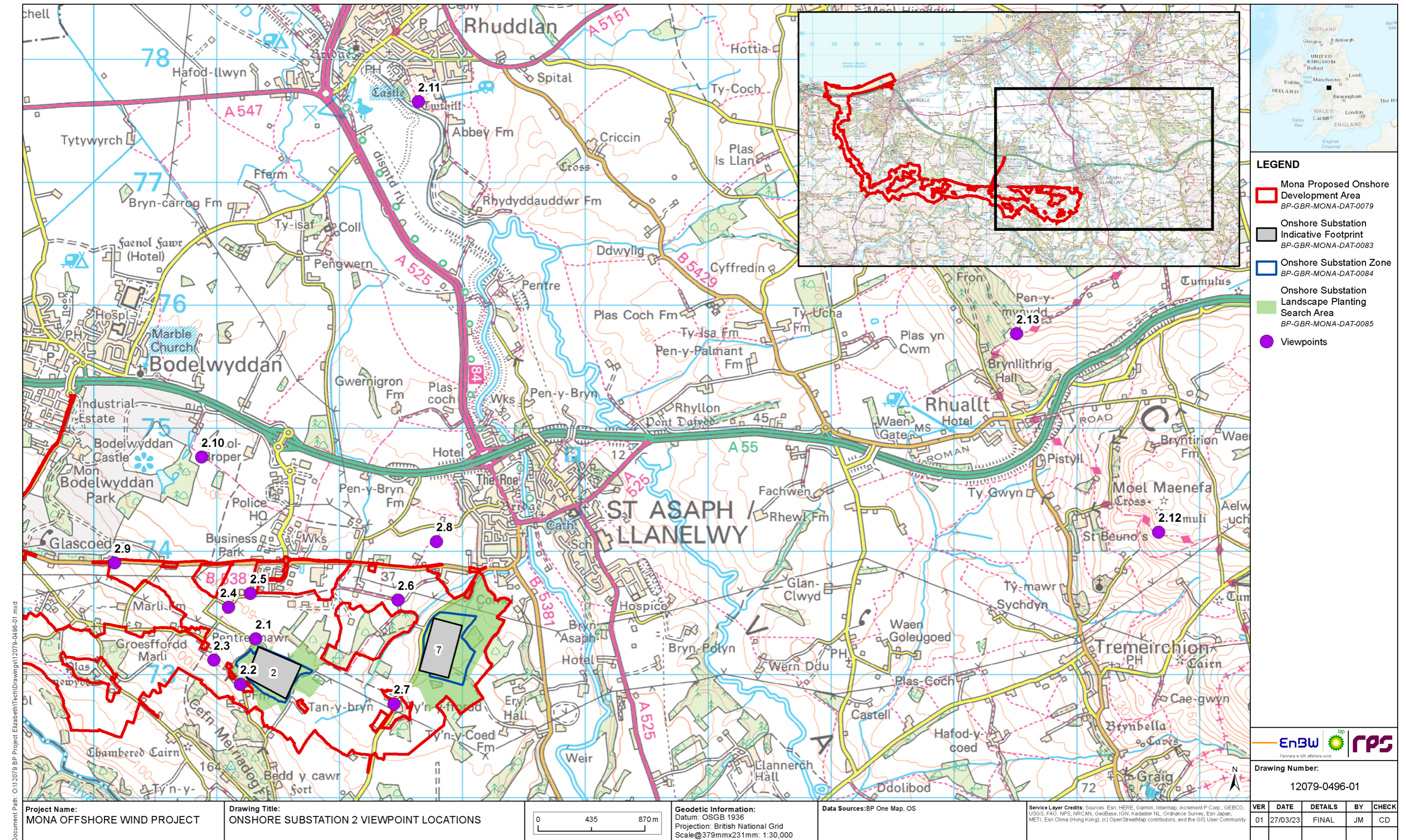


Figure 26.23: Representative viewpoint locations relating to Mona Onshore Substation Option 2.

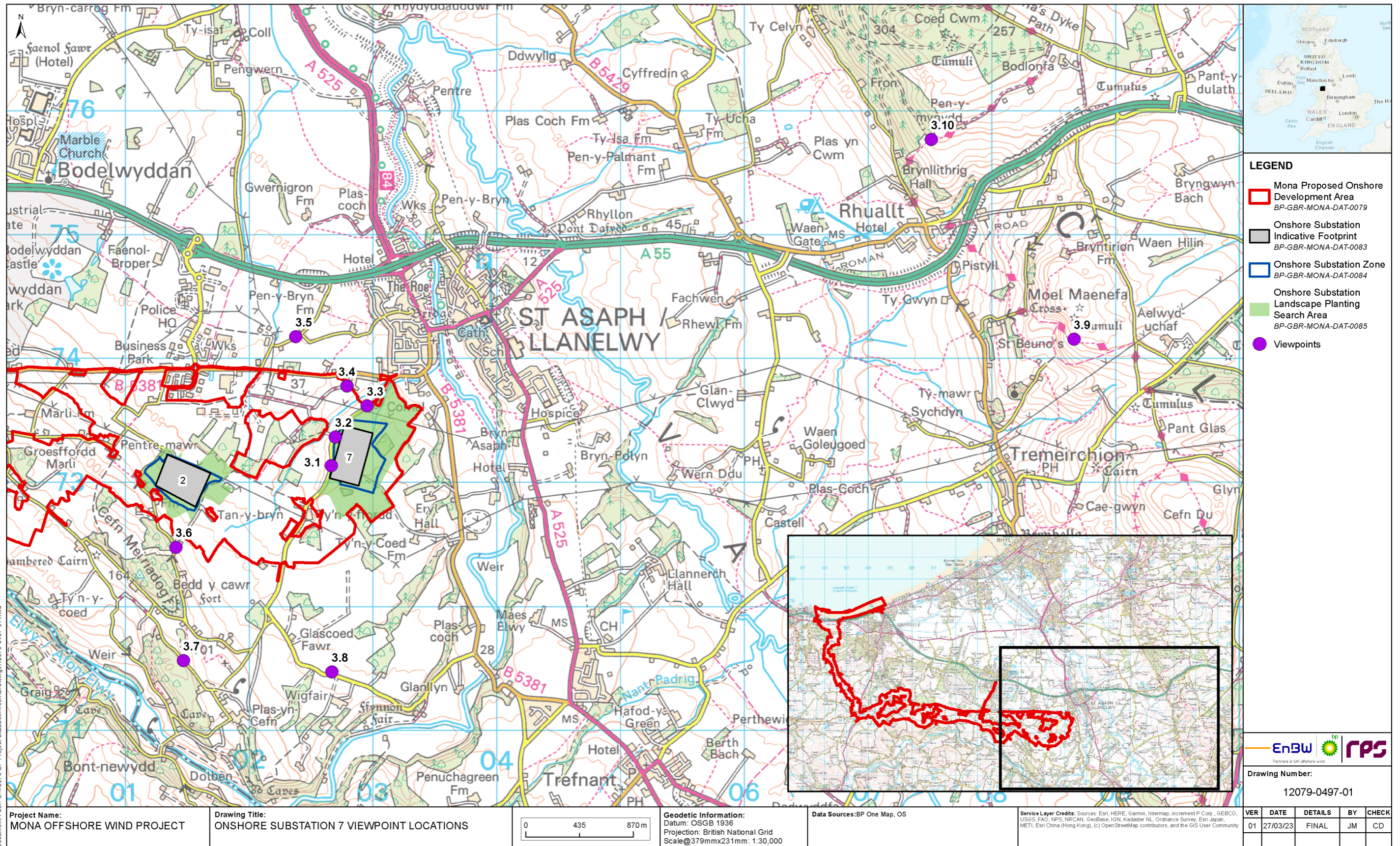


Figure 26.24: Representative viewpoint locations relating to Mona Onshore Substation Option 7.

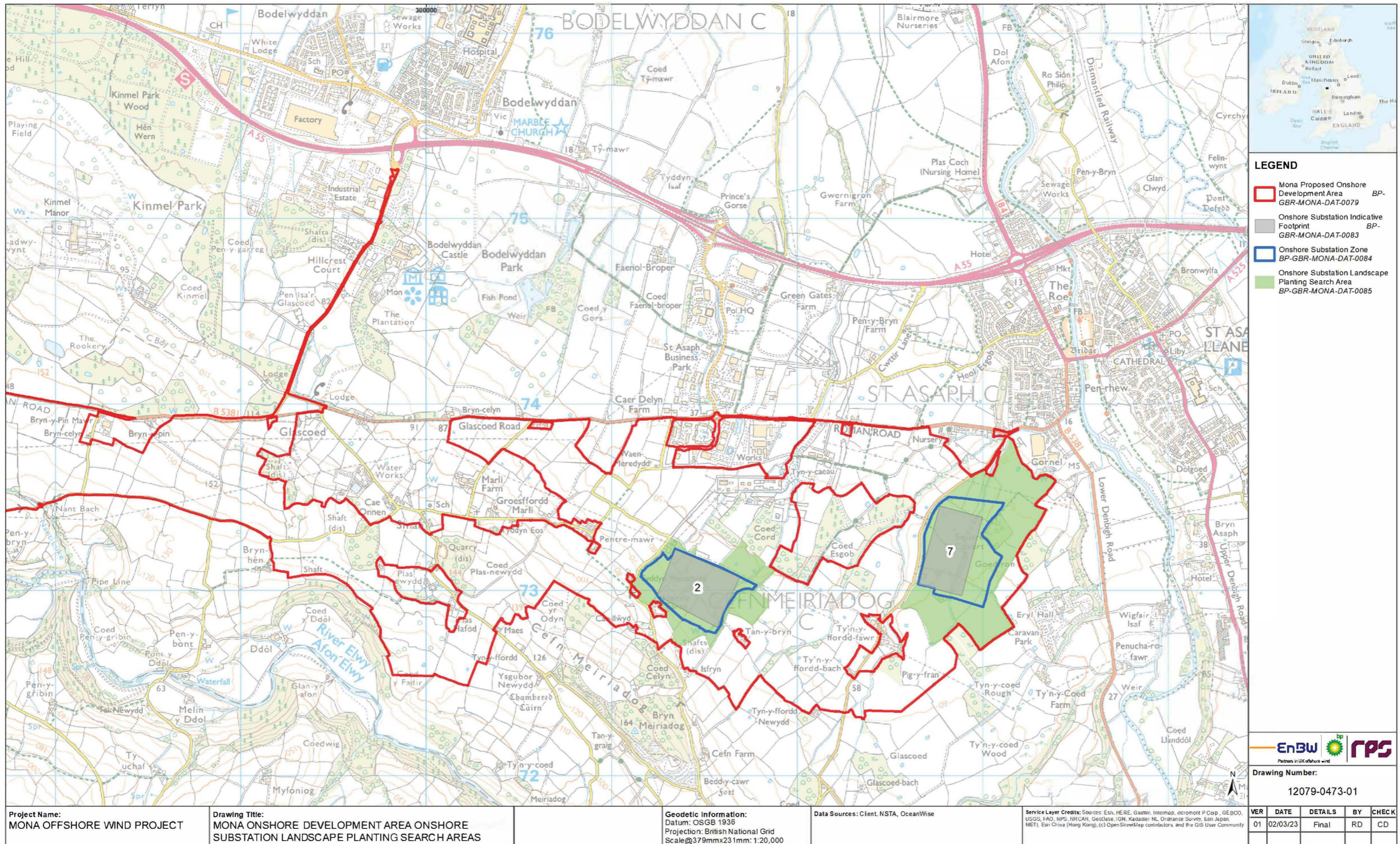


Figure 26.25: Mona Onshore Substation Options 2 and 7 and landscape planting search areas.

26.16.5 Introduction to the assessment of the Mona Proposed Onshore Development Area

- 26.16.5.1 This section deals with the Mona Proposed Onshore Development Area incorporating the Mona Onshore Cable Corridor and Mona Onshore Substations, collectively known as the Mona Proposed Onshore Development Area. It provides a summary of the landscape context. The sources of potential landscape and visual impact are the following components: onshore cable corridor, Mona Onshore Substation, mitigation areas, temporary access roads and construction compounds etc., and connection to an existing National Grid substation at Bodelwyddan.
- 26.16.5.2 Two Mona Onshore Substation options for the Mona Offshore Wind Farm, in the vicinity of St Asaph, have been included for consideration in the SLVIA at the PEIR stage. Substation Option 2 is located south of St Asaph Business Park and Option 7 is located west of St Asaph. The onshore transmission assets associated with these substations, due to their permanent nature, have the greatest potential to result in significant adverse effects.
- 26.16.5.3 The onshore transmission assets associated with Mona Onshore Cable Corridor have lower potential to generate significant adverse effects, due to the buried nature of the operational components. Impacts arising will mainly relate to construction and to a lesser extent decommissioning; impacts arising during operations and maintenance will be minimal due to the buried nature of the cable infrastructure. These matters are examined further in the assessment sections below.
- 26.16.5.4 There is no potential for significant impacts to arise on seascape/marine character areas due to the construction, operations and maintenance, and decommissioning of the Mona Proposed Onshore Development Area and, therefore, no further assessment of seascape resources is provided here.
- 26.16.5.5 The LANDMAP Aspect Areas which the Mona Proposed Onshore Development Area covers are illustrated on Figure 26.21. Those LANDMAP Aspect Areas in which the Mona Onshore Substation Options 2 and 7 are located, are also listed below.

Onshore substation Option 2

- 26.16.5.6 Onshore substation Option 2 is located in the following LANDMAP Aspect Areas:
 - DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory)
 - DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic)
 - DNBGHCL012 Vale of Clwyd Agricultural (Cultural)
 - DNBGHGL031 Cefn Meiriadog Other (Geological)
 - DNBGHLH023 Cefn Improved Grassland (Landscape Habitat).

Onshore substation Option 7

- 26.16.5.7 Onshore substation Option 7 is located in the following LANDMAP Aspect Areas:
 - DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory)
 - DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic)
 - DNBGHCL011 Str Asaph Urban Settlement (Cultural)

- DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological)
- DNBGHLH023 Cefn Improved Grassland (Landscape Habitat).

26.16.5.8 The sensitivity of the various Aspect Layers in the Mona Proposed Onshore Development Area has altered since the assessments were first undertaken. The area in which substation Options 2 and 7 is located, now includes the Gwynt y Môr Offshore Windfarm and Burbo Bank Offshore Windfarm onshore substations for example. Landscapes are not preserved in aspect and are dynamic. In this part of North Wales the character of the landscape has changed, as has the sensitivity of some of the Aspect Area layers. The assessments in the sections below are given for the original assessment of the Aspect Area layers, followed by a revised sensitivity based on the current situation.

Onshore cable corridor and construction compounds

- 26.16.5.9 The LANDMAP Aspect Areas relevant to the onshore cable corridor are listed and assessed in section 26.17.2.
- 26.16.5.10 Relevant LANDMAP Aspect Areas within the SLVIA study area are described in outline and shown in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Representative viewpoints supporting the SLVIA are provided in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
- 26.16.5.11 At the Welsh national scale, both substation options and the cable corridor lie within NLCA 08 Arfordir Gogledd Cymru/North Wales Coast and NLCA 11 Dyffryn Clwyd/Vale of Clwyd. The low-lying landscape comprises a settled coastal fringe set within a broad agricultural vale of mixed arable and pasture fields defined by well managed hedgerows. The shoreline is characterised by sandy beaches and engineered sea defences and a wide intertidal zone due to the large tidal range. The vale is characterised by prominent hedgerow and parkland trees and blocks of woodland. Farmsteads, villages and small towns are scattered throughout the area together with historic castles and the cathedral at St Asaph.

26.16.6 Impacts scoped out of the assessment

26.16.6.1 Based on the existing environment and the description of development outlined in volume 1, chapter 5: Project description of the PEIR, a number of impacts are proposed to be scoped out of the SLVIA. These impacts are outlined, together with a justification for scoping them out, in Table 26.25.

Table 26.25: Potential impacts of the Mona Proposed Onshore Development Area scoped out of the assessment for seascape, landscape, and visual resources.

Potential impact on	Justification
Non statutory landscape designations in the SLVIA study area for the Mona Proposed Onshore Development Area	Desk study supported by fieldwork indicates there is no potential for significant effects on the character of these resources.
Landscape character areas located towards the outer limit of the SLVIA study area (10km from the location of the Mona Proposed Onshore Development Area) and where there is little or no ZTV overlap	There is no potential for significant effects to arise where desk study and fieldwork indicates there would be negligible distant visibility of the Mona Proposed Onshore Development Area.

Potential impact on	Justification
The impact of decommissioning of the offshore and onshore export cables on seascape and landscape character and visual resources	All cabling equipment (with the exception of link boxes) would be left in situ.
Cumulative effect of the operation, maintenance and decommissioning of the offshore and onshore export cables.	On the basis that all cables would be fully submerged or underground during operation and would be left in situ when the proposed development is decommissioned.

26.16.7 Landscape mitigation measures adopted as part of the Mona Offshore Wind Project

26.16.7.1 As part of the project design process a number of measures adopted as part of the Mona Offshore Wind Project have been proposed to reduce the potential for impacts on seascape, landscape and visual resources (Table 26.26). As there is a commitment to implementing these measures, they are considered inherently part of the design of the Mona Offshore Wind Project and have therefore been considered in the assessment presented in Section 2 and Section 3 (i.e. the determination of magnitude and therefore significance assumes implementation of these measures). These measures are considered standard industry practice for this type of development. The Landscape mitigation zones for each substation option are illustrated on Figure 26.25.

Table 26.26: Measures adopted as part of the Mona Offshore Wind Project.

Measures adopted as part of the Mona Offshore Wind Project	Justification	How the measure will be secured
Primary measures: Measures included as part of the project design		
<p>The onshore cables will be underground, rather than on overhead lines. The transition joint bays and the jointing bays will be accessed via manhole covers once installed.</p> <p>Planting will be provided at the Mona Onshore Substation site for screening. These measures will be set out in a Hydrological, Ecological and Landscape Management Plan that will be prepared and submitted with the application for consent.</p> <p>The mitigation planting will be designed to comprise a mix of faster growing 'nurse' species and slower growing 'core' species. The core species will comprise a mix of preferred native, canopy species that will outlive the nurse species and characterise the woodland structure over the longer term.</p>	<p>To ensure proposed development is successfully integrated into the rural/wooded landscape and to screen views gained by visual receptors.</p>	<p>Secured through the project description (see volume 1, chapter 3: project description) of the PEIR.</p> <p>The Hydrological, Ecological and Landscape Management Plan will form a requirement of the DCO.</p>

Measures adopted as part of the Mona Offshore Wind Project	Justification	How the measure will be secured
The onshore cables will be buried for the entire length of the Mona Offshore Wind Project.	To reduce the visual impact of the onshore infrastructure	Secured through the project description (see volume 1, chapter 3: project description) of the PEIR

Tertiary measures: Measures required to meet legislative requirements, or adopted standard industry practice

<p>Outline HELMP setting out the landscape strategy. This is likely to include:</p> <ul style="list-style-type: none"> • Creation of woodland belts around Mona Onshore Substation perimeters. • Incorporating gentle earth shaping around Mona Onshore Substation to utilise natural landform, create false cuttings • Incorporating surface water attenuation features at Mona Onshore Substation. • Strengthening and enhancement of existing hedgerow field boundaries within the vicinity of Mona Onshore Substation. • Using native and locally appropriate plant species around Mona Onshore Substation. • Reinstating hedgerows and trees required to be removed within the onshore cable corridor. • Using landscape bunds as part of the landscape mitigation. • Identifying areas where it may be possible to achieve advanced planting 	<p>To minimise impact on landform and integrate development into landscape whilst providing spoil cut and fill balance.</p> <p>To ensure proposed development is successfully integrated into the rural/wooded landscape and to screen views gained by visual receptors, including views from PRow.</p> <p>To create diversity within the landscape and visual interest</p> <p>To ensure long-term contribution to landscape features and integration with surrounding agricultural landscape.</p> <p>To reflect distinctive landscape character and enhance biodiversity.</p> <p>To restore and conserve distinctive landscape character.</p> <p>To allow growth prior to completion of construction and commencement of operation.</p>	<p>These measures would be secured as a requirement of the DCO.</p>
<p>Onshore Substation Design Principles Statement to include the following:</p> <ul style="list-style-type: none"> • Design of substation building. • Use of appropriate materials/colours/finishes for the façades of the Mona Onshore Substation buildings 	<p>To ensure proposed development is successfully integrated into the rural landscape and views gained by visual receptors</p>	<p>Onshore Substation Design Principles Statement will be secured as a requirement of the DCO.</p> <p>Design of substation building, and materials, including façades to be reviewed by Design Council.</p>

26.16.7.2 The two substation options are shown on Figure 26.25 together with wider 'landscaping planting areas of search' in which the mitigation measures proposed in Table 26.26 will be implemented. These measures will be incorporated into an outline HELMP following site selection.

26.16.7.3 At winter Year 1 (the first planting season after the construction of the built elements of the Mona Onshore Development assets) not all the mitigation measures proposed in Table 26.26 and adopted as part of the project will have had time to mitigate the impact of the Mona Proposed Onshore Development Area. However, any advance planting, away from the main construction zone, e.g. the strengthening and enhancing of field boundaries, could take place before construction is complete and would have had some time to establish by Year 1. Any earth-modelling, closer to the Mona Onshore Substation will have an immediate impact in softening the impact of any built structures. By Year 15 the planting undertaken after the substation and any ancillary structures, e.g. access roads, are complete will have had time to establish and the impact of such structures will be reduced further, due to the softening effect of the planting.

26.17 SLVIA of Mona Onshore Substation Option 2

26.17.1 Assessment of effects on landscape character

Assessment of effects on the special qualities of national landscape designations – Clwydian Range and Dee Valley AONB

26.17.1.1 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the special qualities of the part of Clwydian Range and Dee Valley AONB in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components. These impacts would result from the following Mona Offshore Wind Project elements:

26.17.1.2 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment. The Clwydian Range and Dee Valley AONB is situated approximately 6km to the east of the proposed substation option at its closest point. The qualifying special qualities of the AONB to relevant to the SLVIA are:

- Tranquillity
- Remoteness and wildness, space and freedom, expansive views/seascapes.

26.17.1.3 The representative viewpoints relevant to this receptor are the following:

- Representative viewpoint 2.12 – Offa's Dyke Path Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.12b)
- Representative viewpoint 2.13 – Offa's Dyke Path Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.13b)

Construction and decommissioning phases

Magnitude of impact

26.17.1.4 The influence of the Mona Onshore Substation components due to construction and decommissioning works and associated activities and vehicle/equipment movements as described in Table 26.14. The potential effect on the above special qualities at minimum distances of approximately 6km would be limited.

26.17.1.5 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude of impact on the AONB's qualifying special qualities (tranquillity, and remoteness and wildness, space and freedom, expansive views/seascapes) is therefore considered to be **negligible** at most during the construction and decommissioning phases. Onshore substation Option 2 representative viewpoints 2.12 and 2.13 are representative of the predicted visual change involved upon completion. across the part of the AONB in the SLVIA study area.

Sensitivity of the receptor

26.17.1.6 The Clwydian Range and Dee Valley AONB special qualities are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **high**.

Significance of the effect

26.17.1.7 Overall, the magnitude of the impact on the qualifying special qualities of the Clwydian Range and Dee Valley AONB during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects are **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.17.1.8 An indirect impact will potentially arise on the qualifying special qualities of the Clwydian Range and Dee Valley AONB referred to above due to the operations and maintenance of Mona Onshore Substation. The impact will result from the presence of static project components occupying the Option 2 substation which will potentially affect perceptions of Clwydian Range and Dee Valley AONB. Onshore substation Option 2 representative viewpoints 2.12 and 2.13 are representative of the predicted visual change involved upon completion.

26.17.1.9 The impact is predicted to be of local spatial extent, long-term duration, continuous and low reversibility. It is predicted that the impact will affect the AONB's special qualities indirectly. Taking account of the settled character of the landscape context, the magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.1.10 The sensitivity of the Clwydian Range and Dee Valley AONB special qualities is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.17.1.11 Overall, the magnitude of impact in relation to the qualifying special qualities of the Clwydian Range and Dee Valley AONB during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effect will, therefore, be of **negligible to minor adverse** significance at most, which is not significant.

26.17.1.12 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. The proposed landscape mitigation area for substation Option 2 is illustrated on Figure 26.25. As the new planting becomes established it would not alter the predicted landscape effect in the longer term but would assist in embedding it into the landscape.

Assessment of effects on the special characteristics of local landscape designations – Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA

26.17.1.13 Both Elwy and Aled Valleys SLA and Rhyd y Foel to Abergele SLA lie outside the ZTV of the Mona Onshore Substation Option 2 (Figure 26.20). There is no potential for significant effects (direct or indirect) to arise on the special characteristics of the SLAs due to implementation of the Mona Onshore Substation Option 2. Therefore, no further assessment of these local landscape designations is provided here, in relation to substation Option 2.

Assessment of effects on the qualifying characteristics of Registered Parks and Gardens

26.17.1.14 The following Registered Parks and Gardens (on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales) are located with the SLVIA study area for Mona Proposed Onshore Development Area (Figure 26.20):

- Gwrych Castle Grade II* Listed Registered Park and Garden
- Kinmel Park Grade II* Listed Registered Park and Garden
- Bodelwyddan Castle Grade II Listed Registered Park and Garden
- Plas Heaton Grade II Listed Registered Park and Garden
- St. Beuno's College Grade II Listed Registered Park and Garden
- Brynbella Grade II Listed Registered Park and Garden.

26.17.1.15 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the qualifying characteristics of those Registered Parks and Gardens located in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components (the Mona Offshore Wind Project elements are summarised above and described in Table 26.14).

26.17.1.16 However, the Registered Parks and Gardens listed above lie predominantly outside the ZTV of the Mona Onshore Substation Option 2. Fieldwork indicates that the two

Registered Parks and Gardens that fall partly within the substation ZTV of Option 2, namely Bodelwyddan Castle and Brynbella are located such that potential visibility and visual influence of the substation components would be very limited (due to intervening hedgerow and tree vegetation in the case of the former and separation distance with the latter). Consequently, there is little potential for significant effects to arise on the qualifying characteristics of Historic Parks and Gardens located within the SLVIA study area due to implementation of the Mona Onshore Substation Option 2. Therefore, no further assessment of these Registered Parks and Gardens is provided here, at the PEIR stage.

26.17.1.17 The effects on the setting of all the Registered Parks and Gardens is in volume 4, chapter 19: Historic Environment.

Assessment of effects on LANDMAP Aspect Areas

26.17.1.18 The sensitivity of the various Aspect Layers in the Mona Proposed Onshore Development Area has altered since the assessments were first undertaken. The area in which substation Option 2 is located, now includes the Gwynt y Môr Offshore Windfarm and Burbo Bank Offshore Windfarm onshore substations for example. The character of the landscape has changed, as has the sensitivity of the Aspect Area layers. The assessments below have regard to the published Aspect Area Assessments and evaluations, with updated sensitivities for those Aspect Areas for which the baseline situation has been altered.

Construction and decommissioning phases

Magnitude of impact

26.17.1.19 An impact will arise on DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHCL012 Vale of Clwyd Agricultural (Cultural), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) due to construction and decommissioning works and associated activities and vehicle/equipment movements associated predominantly with the Mona Onshore Substation described in Table 26.14. This will result in the loss of pasture farmland, hedgerows and mature hedgerow trees and directly affect the landscape of the agricultural vale.

26.17.1.20 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the substation Option 2 area is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.1.21 Taking account of the LANDMAP evaluation, DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) are deemed to be of medium landscape value and medium susceptibility to the proposed development. The sensitivity of the receptor, as originally assessed is **medium**. DNBGHCL012 Vale

of Clwyd Agricultural (Cultural) is deemed to be of high (outstanding) landscape value and high susceptibility to the proposed development. The sensitivity of the receptor, as originally assessed is **high**.

26.17.1.22 Given the changes in the landscape since the original LANDMAP assessments were undertaken, the sensitivity is **medium** for all Aspect Area layers.

Significance of the effect

26.17.1.23 The magnitude of the impact on the landscape character of the substation Option 2 area is high, the sensitivity of the agricultural landscape is also high. The significance of temporary effects on the landscape character of the substation Option 2 area is **major adverse**, which is significant

26.17.1.24 Overall, the magnitude of impact on the land within the substation Option 2 area of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) during construction and decommissioning is deemed to be high and the sensitivity of the receptors is medium. The temporary effects, based on the original NRW assessment of sensitivity would be **moderate to major adverse**, which are not significant to significant.

26.17.1.25 Given the changes in the sensitivity of the Aspect Area layers the temporary effects will be **moderate adverse**, which are not significant.

26.17.1.26 The magnitude of impact on the land within the substation Option 2 area of DNBGHCL012 Vale of Clwyd Agricultural (Cultural) during construction and decommissioning is deemed to be high and the sensitivity of the receptor is high. The temporary effect, based on the original NRW assessment of sensitivity would be **major adverse**, which is significant.

26.17.1.27 Given the changes in the sensitivity of the Aspect Area layer the temporary effects will be **moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.17.1.28 A direct impact will arise on DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHCL012 Vale of Clwyd Agricultural (Cultural), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) due to the operations and maintenance of the Mona Onshore Substation components. The impact will be caused by the presence of static project components occupying Mona Proposed Onshore Development Area (as described in Table 26.14). This will result in the loss of pasture farmland, hedgerows and mature hedgerow trees and the introduction of substation infrastructure and associated landscape proposals, directly affecting the landscape of the agricultural vale.

26.17.1.29 The impact is predicted to be of local spatial extent, long-term duration, continuous and low reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the substation Option 2 area is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.1.30 The sensitivity of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) as originally assessed, are as set out above for the construction and decommissioning phases, namely **medium** and for DNBGHCL012 Vale of Clwyd Agricultural (Cultural) is **high**.

26.17.1.31 Given the changes in the landscape since the original LANDMAP assessments were undertaken, the sensitivity is **medium** for all Aspect Area layers.

Significance of the effect

26.17.1.32 The magnitude of the impact on the landscape character of the substation Option 2 area is high, the sensitivity of the agricultural landscape is also high. The significance of effects on the landscape character of the substation Option 2 area is **major adverse**, which is significant

26.17.1.33 Overall, the magnitude of impact on the land within the substation Option 2 area of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHGL031 Cefn Meiriadog Other (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) during operations and maintenance is deemed to be high and the sensitivity of the receptors is medium. The effect, based on the original NRW assessment of sensitivity, would be **major adverse**, which is significant.

26.17.1.34 Given the changes in the sensitivity of the Aspect Area layers and the proposed mitigation adopted as part of the project (landscape mitigation areas shown on Figure 26.25) the effects will be **moderate adverse**, which are not significant.

26.17.1.35 The magnitude of impact on the land within the substation Option 2 area of DNBGHCL012 Vale of Clwyd Agricultural (Cultural) during operation and decommissioning is deemed to be high and the sensitivity of the receptor is high. The effect, based on the original NRM assessment of sensitivity would be **major adverse**, which is significant.

26.17.1.36 Given the changes in the sensitivity of the Aspect Area layers and the proposed mitigation adopted as part of the project (landscape mitigation areas shown on Figure 26.25) the effects will be **moderate adverse**, which are not significant.

26.17.1.37 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce landscape effects to **moderate to major adverse** significance by Year 15, which are not significant to significant.

26.17.2 Visual effects experienced by visual receptor groups

26.17.3 Assessment of effects experienced by people travelling along national trails/long distance paths – Wales Coast Path

26.17.3.1 There is no potential for significant visual effects to arise on people travelling along Wales Coast Path due to implementation of the Mona Onshore Substation Option 2 and therefore no further assessment is provided here.

26.17.4 Assessment of effects experienced by people travelling along national trails/long distance paths – Offa’s Dyke Path National Trail

26.17.4.1 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the visual amenity of Offa’s Dyke Path National Trail in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components (Figure 26.21). These impacts would result from the following Mona Offshore Wind Project elements (as summarised in Table 26.14)

- Mona Onshore Substation Option 2.

26.17.4.2 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect the views and visual amenity of people using certain stretches of the long-distance path within approximately 10km of the Mona Onshore Substation components.

26.17.4.3 Outline details of the baseline conditions and factors influencing potential impacts on Offa’s Dyke Path National Trail are provided below. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

26.17.4.4 Offa’s Dyke Path National Trail is aligned north-south, crossing the spine of the Clwydian Range of hills within the SLVIA study area (Figure 26.20). At its northern end, approaching Prestatyn, it affords elevated, wide-ranging views across North Wales coast and settled hinterland. The elevation of this north section of the route varies from between close to 300m AOD around Mynydd y Cwm dropping to less than 250m and falling to 5m AOD or less at Prestatyn on the coast. The sections of the path with theoretical visibility of the Mona Proposed Onshore Development Area are those to the east of the SLVIA study area. The views from Moel Maenefa (representative viewpoint 2.12) and Pen-y-Mynydd (representative viewpoint 2.13) are representative of those from the closest and most exposed sections.

Impact considerations

26.17.4.5 Fieldwork and analysis of the ZTV and the representative viewpoint visualisations indicates unrestricted visibility of the Mona Proposed Onshore Development Area from Offa’s Dyke at approximately 6km distance east of the substation Option 2. The maximum potential visual impact would be that experienced at Moel Maenefa (representative viewpoint 2.12) and Pen-y-Mynydd (representative viewpoint 2.13).

26.17.4.6 Representative viewpoints relevant to this receptor type are listed below:

- Representative viewpoint 2.12 – Offa’s Dyke Path Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.12b)
- Representative viewpoint 2.13 – Offa’s Dyke Path Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.13b).

Construction and decommissioning phases

Magnitude of impact

26.17.4.7 An impact will potentially arise on the views/visual amenity of people using the sections of Offa’s Dyke Path National Trail referred to above. This will be caused by visibility of construction works and associated activities/movements (described in Table 26.14) at closest distances of approximately 6km.

26.17.4.8 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.4.9 People using the Offa’s Dyke Path National Trail within the Clwydian Range and Dee Valley AONB are deemed to be of high susceptibility to change in the very high value views, due to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.17.4.10 Overall, the magnitude of the visual impact on people using Offa’s Dyke Path National Trail during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is very high. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.17.4.11 A visual impact will potentially arise on people using Offa’s Dyke Path National Trail due to the operations and maintenance of the Mona Onshore Substation components. The impact will result from visibility of static project components (as summarised above and described in Table 26.14 at closest distances of approximately 6km which has the potential to affect peoples’ appreciation of the surrounding landscape.

26.17.4.12 The impact is predicted to be of local spatial extent, long-term duration, intermittent and low reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** at most during the operations and maintenance phase, occurring along the closest sections of long-distance path to the Mona Onshore Substation components.

Sensitivity of the receptor

26.17.4.13 The sensitivity of the people using Offa’s Dyke Path National Trail within the AONB, is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

- 26.17.4.14 Overall, the magnitude of visual impact in relation to people using the identified sections of Offa's Dyke Path National Trail during operations and maintenance is deemed to be low to negligible at most and the sensitivity of the receptor is very high. The visual effect will be **minor adverse**, which is not significant.
- 26.17.4.15 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not alter the predicted visual effect in the longer term but would soften the views.

26.17.5 Assessment of effects experienced by people travelling along public rights of way and local roads

- 26.17.5.1 Potentially significant impacts will arise for close receptors during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of walkers using the public footpath west of substation Option 2 and walkers and occupiers of vehicles using the local road south of substation Option 2 at the base of Cefn Meiriadog. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements:
- 26.17.5.2 The impacts will be generated by both static and moving elements (construction phase only) of the above components which will affect the views/visual amenity of people using certain stretches of footpaths and roads:
- Representative viewpoint 2.2: Local road at Hendy Farm (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.1b)
 - Representative viewpoint 2.3: Public footpath DE/105/6 at Pentre-mawr (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.3b).
- 26.17.5.3 There is no potential for significant visual effects to be experienced by other public receptors in the SLVIA study area resulting from the implementation of the Mona Proposed Onshore Development Area.

Construction and decommissioning phases

Magnitude of impact

- 26.17.5.4 An impact will potentially arise on the views/visual amenity of people using the sections of public right of way and road referred to above. This will be caused by visibility of the removal of existing site features including hedgerows and trees, the erection and dismantling of the substation infrastructure and the associated equipment activities/movements (described in Table 26.14) within the Mona Proposed Onshore Development Area situated in close proximity.
- 26.17.5.5 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **medium** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.5.6 Walkers using the public right of way and local road are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.
- 26.17.5.7 Occupiers of vehicles using the local road are deemed to be of low value and low sensitivity, cyclists are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low to medium**.

Significance of effect

- 26.17.5.8 The magnitude of the visual impact on people using the public right of way at representative viewpoint 3 during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is high. The temporary effects will be **moderate to major adverse**, which are not significant to significant.
- 26.17.5.9 The magnitude of the visual impact on people using the local road at representative viewpoint 2.2 during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is medium to high. The temporary effect will be **moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.5.10 A visual impact will potentially arise on the views/visual amenity of people using the sections of public right of way and road referred to above. This will be caused by a reduction in characteristic features of the agricultural landscape including pasture, hedgerows and trees, the introduction of energy infrastructure at the substation area and the associated immature landscape proposals (described in Table 26.14) within the Mona Proposed Onshore Development Area situated in close proximity. These changes have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.5.11 The impact is predicted to be of local spatial extent, long-term duration, intermittent and low reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.5.12 Walkers using the public right of way and local road are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.
- 26.17.5.13 Occupiers of vehicles using the local road are deemed to be of low value and low sensitivity, cyclists are of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low to medium**.

	Significance of effect		
26.17.5.14	The magnitude of the visual impact on people using the public right of way at representative viewpoint 2.3 during operation and maintenance is deemed to be medium and the sensitivity of the receptor is high. The effects will be moderate to major adverse , which is significant.		traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
26.17.5.15	The magnitude of the visual impact on people using the local road at representative viewpoint 2.2 Local road at Hendy Farm during operation and maintenance is deemed to be medium and the sensitivity of the receptor is medium to high. The effect will be moderate adverse , which is not significant.	26.17.6.5	The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be low during the construction and decommissioning phases.
26.17.5.16	No other significant adverse effects on visual receptors within the SLVIA study area for substation Option 2 are anticipated.		Sensitivity of the receptor
26.17.5.17	Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects moderate adverse , at most by Year 15, which is not significant. No further mitigation is proposed.	26.17.6.6	Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in medium value views. The sensitivity of these receptors is medium .
26.17.6	Visual effects experienced by receptors at representative viewpoint locations	26.17.6.7	People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in medium value views. The sensitivity of the receptor is therefore, considered to be low .
	Assessment of effects experienced by people at representative viewpoint 2.1 – Local road north of substation site		Significance of the effect
26.17.6.1	Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.	26.17.6.8	Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is low to medium. The temporary effect will be minor adverse , which is not significant.
	Summary of visual baseline		Operations and maintenance phase
26.17.6.2	This is a close, filtered view looking southeast from the local road which passes through the landscape around the substation site, at the junction of a farm track with the lane. Representative of views available to people at/using the track and/or the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.		Magnitude of impact
	Description of visual change	26.17.6.9	A visual impact will potentially be experienced by people at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
26.17.6.3	The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.	26.17.6.10	The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be low during the operations and maintenance phase.
	Construction and decommissioning phases		Sensitivity of the receptor
	Magnitude of impact	26.17.6.11	The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely low to medium .
26.17.6.4	An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and		Significance of the effect
		26.17.6.12	Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be low. The sensitivity of the receptor is low to medium. The effect will be minor adverse , which is not significant.
		26.17.6.13	Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it

would reduce visual effects to **negligible to minor adverse** by Year 15, which is not significant.

Assessment of effects experienced by people at representative viewpoint 2.2 – Local road at Hendy Farm south of substation site

26.17.6.14 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.15 This is a panoramic view looking north from a local road in an elevated location at the base of Cefn Meiriadog. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.16 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.17 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.18 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **medium** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.19 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in medium value views. The sensitivity of these receptors is **medium**.

26.17.6.20 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in medium value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

26.17.6.21 Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is low to medium. The temporary effects will be **minor to moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.22 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.23 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.24 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

26.17.6.25 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be medium. The sensitivity of the receptor is low to medium. The effect will be **moderate adverse**, which is not significant.

26.17.6.26 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **minor to moderate adverse** by Year 15, which are not significant.

Assessment of effects experienced by people at representative viewpoint 2.3 – Public right of way at Pentre-mawr

26.17.6.27 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.28 This is a panoramic view looking east from a public footpath which crosses a slightly elevated area of farmland. Representative of views available to people at/using the

PRoW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.29 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.30 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements (described in Table 26.14 which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.31 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **medium** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.32 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.17.6.33 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is high. The temporary effects will be **moderate to major adverse**, which are not significant to significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.34 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14 which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.35 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **medium** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.36 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.17.6.37 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be high. The sensitivity of the receptor is high. The effects will be **moderate to major adverse**, which are significant.

26.17.6.38 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **minor to moderate adverse** by Year 15, which are not significant.

Assessment of effects experienced by people at representative viewpoint 2.4 – Public right of way at Waen-Meredydd

26.17.6.39 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.40 This is an open view looking southeast from a public footpath crossing farmland. Representative of views available to people at/using the PRoW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.41 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.42 An visual impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.43 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude

of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.44 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.17.6.45 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is high. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.46 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.47 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.6.48 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.17.6.49 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this representative viewpoint is deemed to be high. The sensitivity of the receptor is high. The effects will be **minor to moderate adverse**, which are not significant.
- 26.17.6.50 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **minor adverse** by Year 15, which is not significant.

Assessment of effects experienced by people at representative viewpoint 2.5 – Farm track south of St Asaph Business Park

- 26.17.6.51 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or

all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.17.6.52 This is a partly restricted view looking south from the junction of the local road and farm access track on the edge of the St Asaph Business Park. Representative of views available to people at/using the track and/or local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.17.6.53 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.17.6.54 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.55 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.56 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in medium value views. The sensitivity of these receptors is **medium**.
- 26.17.6.57 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in medium value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.17.6.58 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is low to medium. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.59 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.60 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.6.61 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.17.6.62 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be low to medium. The sensitivity of the receptor is high. The effect will be **minor to moderate adverse**, which are not significant.
- 26.17.6.63 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **minor adverse** by Year 15, which is not significant.

Assessment of effects experienced by people at representative viewpoint 2.6 – Bridleway at Coed Esgob

- 26.17.6.64 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.17.6.65 This is an open view looking southwest from Lon Coed Esgob, a local road at the access a farm track and bridleway (blocked to the south and inaccessible). Representative of views available to people at/using the PRoW and/or local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.17.6.66 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.17.6.67 An impact will potentially be experienced by people during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.68 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.69 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.17.6.70 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.71 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.72 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.6.73 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

- 26.17.6.74 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be negligible. The sensitivity of the receptor is high. The effects will, be **negligible to minor adverse**, which are not significant.

Assessment of effects experienced by people at representative viewpoint 2.7 – Local road at Ty'n-y-ffordd-bach

26.17.6.75 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.76 This is an open view looking west from a local road at the access to Ty'n-y-ffordd-bach farm. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.77 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.78 An impact will potentially be experienced by people during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.79 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.80 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in medium value views. The sensitivity of these receptors is **medium**.

26.17.6.81 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in medium value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

26.17.6.82 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is low to medium. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.83 A visual impact will potentially be experienced by people at this representative viewpoint at this location due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.84 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.85 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

26.17.6.86 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

Assessment of effects experienced by people at representative viewpoint 2.8 – Public right of way west of St Asaph

26.17.6.87 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.88 This is an open view, southwest from a public footpath crossing farmland. Representative of views available to people at/using the PRoW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.89 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.90 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.91 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.92 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.17.6.93 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.94 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.95 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.96 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.17.6.97 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

26.17.6.98 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not alter the predicted visual effect in the longer term but would soften views of the substation.

Assessment of effects experienced by people at representative viewpoint 2.9 – Glascoed Road at Bryn-celyn

26.17.6.99 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.100 This is an open view looking southeast from the Glascoed Road over a foreground of field gate and timber fences. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.101 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.102 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.103 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.104 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in medium value views. The sensitivity of these receptors is **medium**.
- 26.17.6.105 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in medium value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.17.6.106 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is low to medium. The temporary effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.107 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.108 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.6.109 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.17.6.110 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is medium. The effects will be **negligible to minor adverse**, which are not significant.
- 26.17.6.111 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not alter the predicted visual effect in the longer term but would soften views of the substation.

Assessment of effects experienced by people at representative viewpoint 2.10 – Bridleway east of Bodelwyddan Park

- 26.17.6.112 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this

representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.17.6.113 This is a mid-distance, framed view, southeast from a bridleway crossing farmland on the edge of the parkland estate, defined by the wall on the right. Representative of views available to people at/using the PRow at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.17.6.114 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.17.6.115 An impact will potentially be experienced by people during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.116 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.117 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

- 26.17.6.118 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.119 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore

Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.120 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.121 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.17.6.122 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is considered to be high. The effects will be **negligible to minor adverse**, which are not significant.

26.17.6.123 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established, it would not alter the predicted visual effect in the longer term but would soften views of the substation.

Assessment of effects experienced by people at representative viewpoint 2.11 – Rhuddlan Castle

26.17.6.124 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.125 This is a panoramic view from open space on the south edge of the settlement of Rhuddlan near the castle. Representative of views available to views available to people at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.126 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.127 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of

the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.128 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.129 The views/visual amenity of people at this viewpoint is deemed to be of high value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.17.6.130 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **negligible to minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.131 A visual impact will potentially be experienced by people at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.17.6.132 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.133 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.17.6.134 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which is not significant.

26.17.6.135 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established, it would not alter the predicted visual effect in the longer term but would soften views of the substation.

Assessment of effects experienced by people at representative viewpoint 2.12 – Offa’s Dyke Path Moel Maenefa

26.17.6.136 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.137 This is a panoramic view looking west from Offa’s Dyke Path at Moel Maenefa which crosses the uplands of the Clwydian Range. Representative of views available to people at/using the national trail at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.138 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.17.6.139 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples’ appreciation of the surrounding landscape.

26.17.6.140 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.17.6.141 The views/visual amenity of people at this representative viewpoint is deemed to be of very high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.17.6.142 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is very high. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.17.6.143 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples’ appreciation of the surrounding landscape.

26.17.6.144 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.17.6.145 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.17.6.146 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is high. The effect will be **minor adverse**, which is not significant.

26.17.6.147 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects slightly to **negligible to minor adverse** by Year 15, which are not significant.

Assessment of effects experienced by people at representative viewpoint 2.13 – Offa’s Dyke Path Pen-y-Mynydd

26.17.6.148 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.17.6.149 This is a panoramic view looking west from Offa’s Dyke Path at Pen-y-Mynydd which crosses the uplands of the Clwydian Range. Representative of views available to people at/using the National Trail at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.17.6.150 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.17.6.151 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.152 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low/negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.17.6.153 The views/visual amenity of people at this viewpoint is deemed to be of very high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

- 26.17.6.154 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is very high. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.17.6.155 A visual impact will potentially be experienced by people at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.17.6.156 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.17.6.157 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

- 26.17.6.158 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be negligible. The sensitivity of the receptor is very high. The effect will be **minor adverse**, which is not significant.

- 26.17.6.159 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects slightly to **negligible to minor adverse** by Year 15, which is not significant.

26.18 SLVIA of Mona Onshore Substation Option 7

26.18.1 Effects on landscape character

Assessment of the effects on the special qualities of national landscape designations – Clwydian Range and Dee Valley AONB

- 26.18.1.1 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the special qualities of the part of Clwydian Range and Dee Valley AONB in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components (Figure 26.20). These impacts would result from the following Mona Offshore Wind Project elements:

- Mona Onshore Substation Option 7.

- 26.18.1.2 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment. The Clwydian Range and Dee Valley AONB is situated approximately 6km to the east of the proposed substation sites at its closest point. The qualifying special qualities of the AONB to relevant to the SLVIA are:

- Tranquillity
- Remoteness and wildness, space and freedom, expansive views/seascapes.

- 26.18.1.3 The representative viewpoints relevant to this receptor are the following:

- Representative viewpoint 3.9 - Offa's Dyke Path, Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)
- Representative viewpoint 3.10 - Offa's Dyke Path, Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b).

Construction and decommissioning phases

Magnitude of impact

- 26.18.1.4 The influence of the Mona Onshore Substation components due to construction and decommissioning works and associated activities and vehicle/equipment movements as described in Table 26.14.
- 26.18.1.5 . The potential effect on the above special qualities at minimum distances of approximately 6km would be limited.
- 26.18.1.6 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor indirectly. The

magnitude of impact on the AONB's qualifying special qualities (tranquillity, and remoteness and wildness, space and freedom, expansive views/seascapes) is therefore considered to be **negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.1.7 The Clwydian Range and Dee Valley AONB special qualities are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **high**.

Significance of the effect

26.18.1.8 Overall, the magnitude of the impact on the qualifying special qualities of the Clwydian Range and Dee Valley AONB during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant. Onshore substation Option 7, representative viewpoints 3.9 and 3.10 are representative of the predicted visual change involved upon completion for the substation option across the part of the AONB in the SLVIA study area falling with the ZTV of the Mona Onshore Substation components.

Operations and maintenance phase

Magnitude of impact

26.18.1.9 An indirect impact will potentially arise on the qualifying special qualities of the Clwydian Range and Dee Valley AONB referred to above due to the operations and maintenance of the Mona Onshore Substation components. The impact will result from the presence of static project components occupying the substation Option 7 which will potentially affect perceptions of Clwydian Range and Dee Valley AONB.

26.18.1.10 The impact is predicted to be of local spatial extent, long-term duration, continuous and low reversibility. It is predicted that the impact will affect the AONB's special qualities indirectly. Taking account of the settled character of the landscape context, the magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.1.11 The sensitivity of the Clwydian Range and Dee Valley AONB special qualities is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.18.1.12 Overall, the magnitude of impact in relation to the qualifying special qualities of the Clwydian Range and Dee Valley AONB during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse** at most, which is not significant.

26.18.1.13 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it

would not alter the predicted landscape effect in the longer term but would soften the perceived character of the substation in the landscape.

Assessment of the effects on the special characteristics of local landscape designations – Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA

26.18.1.14 Both Elwy and Aled Valleys SLA and Rhyd y Foel to Abergele SLA lie outside the ZTV of the Mona Onshore Substation Option 7 components. Consequently, there is no potential for significant effects to arise on the special characteristics of the SLAs due to implementation of the Mona Onshore Substation. Therefore, no further assessment of these local landscape designations is provided here.

Assessment of the effects on the qualifying characteristics of Registered Parks and Gardens of Special Historic Interest in Wales

26.18.1.15 The following Parks and Gardens (on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales) are located with the SLVIA study area for Mona Proposed Onshore Development Area (Figure 26.20):

- Gwrych Castle Grade II* Listed Registered Park and Garden
- Kinmel Park Grade II* Listed Registered Park and Garden
- Bodelwyddan Castle Grade II Listed Registered Park and Garden
- Plas Heaton Grade II Listed Registered Park and Garden
- St. Beuno's College Grade II Listed Registered Park and Garden
- Brynbella Grade II Listed Registered Park and Garden.

26.18.1.16 Impacts will potentially arise during the construction, operations and maintenance, and decommissioning phases on the qualifying characteristics of those Registered Parks and Gardens located in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components (the Mona Offshore Wind Project elements are summarised above and described in Table 26.14)

26.18.1.17 However, the Registered Parks and Gardens listed above lie predominantly outside the ZTV of the Mona Onshore Substation Option 7. Fieldwork indicates that the two Registered Parks and Gardens that fall partly within the substation ZTV, namely Bodelwyddan Castle and Brynbella are situated in such manner that potential visibility and visual influence of the substation components would be very limited (due to hedgerow and tree vegetation in the case of the former and separation distance with the latter). Consequently, there is little potential for significant effects to arise on the qualifying characteristics of Historic Parks and Gardens located within the SLVIA study area due to implementation of the Mona Onshore Substation. Therefore, no further assessment of these Registered Parks and Gardens is provided here, at the PEIR stage.

26.18.2 Assessment of the effects on LANDMAP Aspect Areas

26.18.2.1 The sensitivity of the various Aspect Layers in the Mona Proposed Onshore Development Area has altered since the assessments were first undertaken. The area in which substation Option 7 is located, now includes the Gwynt y Môr Offshore Windfarm and Burbo Bank Offshore Windfarm onshore substations for example. The

character of the landscape has changed, as has the sensitivity of the Aspect Area layers. The assessments below are given for the original assessment of the Aspect Area layers. The assessments below have regard to the published Aspect Area assessments and evaluations, with updated sensitivities for those Aspect Areas for which the baseline situation has been altered.

Construction and decommissioning phases

Magnitude of impact

26.18.2.2 An impact will arise on DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-Mawr Irregular Fieldscape (Historic), DNBGHCL011 Str Asaph Urban Settlement (Cultural), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) due to construction and decommissioning works and associated activities and vehicle/equipment movements associated predominantly with the Mona Onshore Substation described in Table 26.14.

26.18.2.3 This will result in the loss of arable farmland, hedgerows, mature hedgerow trees and stream with associated woodland strips and directly affect the landscape of the agricultural vale.

26.18.2.4 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the substation Option 7 area is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.2.5 Taking account of the LANDMAP evaluation, DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) are deemed to be of medium landscape value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**. DNBGHCL011 Str Asaph Urban Settlement (Cultural) is deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

26.18.2.6 Given the changes in the landscape since the original LANDMAP assessments were undertaken, the sensitivity is **medium** for all Aspect Area layers.

Significance of the effect

26.18.2.7 The magnitude of the impact on the landscape character of the substation Option 7 area is high, the sensitivity of the agricultural landscape is also high. The significance of temporary effects on the landscape character of the substation Option 7 area is **major adverse**, which is significant

26.18.2.8 Overall, the magnitude of impact on the land within the substation Option 7 area of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHL016

Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) during construction and decommissioning is deemed to be high and the sensitivity of the receptors is medium. The temporary effect, based on the original NRW assessment of sensitivity would be **major adverse**, which is significant.

26.18.2.9 Given the changes in the sensitivity of the Aspect Area layers the temporary effects will be **moderate adverse**, which are not significant.

26.18.2.10 The magnitude of impact on the land within the substation Option 7 area of DNBGHCL011 Str Asaph Urban Settlement (Cultural) during construction and decommissioning is deemed to be high and the sensitivity of the receptor is high. The temporary effect based on the original NRW assessment of sensitivity would be **major adverse**, which is significant.

26.18.2.11 Given the changes in the sensitivity of the Aspect Area layers the temporary effects on the LANDMAP Aspect Areas will be **moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.18.2.12 A direct impact will arise on DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHCL011 Str Asaph Urban Settlement (Cultural), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) due to the operations and maintenance of the Mona Onshore Substation components. The impact will be caused by the presence of static project components occupying the Mona Proposed Onshore Development Area (as described in Table 26.14).

26.18.2.13 This will result in the loss of arable farmland, hedgerows, mature hedgerow trees and stream with associated woodland strips and the introduction of substation infrastructure and associated landscape proposals, directly affecting the landscape of the agricultural vale.

26.18.2.14 The impact is predicted to be of local spatial extent, long-term duration, continuous and low reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the substation Option 7 area is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.2.15 The sensitivity of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) are as set out above for the construction and decommissioning phases, namely **medium** and for DNBGHCL012 Vale of Clwyd Agricultural (Cultural) is **high**.

26.18.2.16 Given the changes in the landscape since the original LANDMAP assessments were undertaken, the sensitivity is **medium** for all Aspect Area layers.

Significance of the effect

- 26.18.2.17 The magnitude of the impact on the landscape character of the substation Option 7 area is high, the sensitivity of the agricultural landscape is also high. The significance of effects on the landscape character of the substation Option 7 area is **major adverse**, which is significant
- 26.18.2.18 Overall, the magnitude of impact on the land within the substation Option area of DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat) during operations and maintenance is deemed to be high and the sensitivity of the receptors is medium. The effect based on the original NRW assessment of sensitivity would be **major adverse**, which is significant.
- 26.18.2.19 Given the changes in the sensitivity of the Aspect Area layers and the proposed mitigation adopted as part of the project (landscape mitigation areas shown on Figure 26.25) the overall effects on the LANDMAP Aspect Areas will be **moderate adverse**, which are not significant.
- 26.18.2.20 The magnitude of impact on the land within the substation Option 7 area of DNBGHCL012 Vale of Clwyd Agricultural (Cultural) during operation and decommissioning is deemed to be high and the sensitivity of the receptor is high. The effect, based on the original NRW assessment of sensitivity would be **major adverse**, which is significant.
- 26.18.2.21 Given the changes in the sensitivity of the Aspect Area layers and the proposed mitigation adopted as part of the project (landscape mitigation areas shown on Figure 26.25) the effects will be **moderate adverse**, which are not significant.
- 26.18.2.22 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not reduce landscape effects by Year 15 but would soften the effects.

26.18.3 Visual effects experienced by receptor groups

Assessment of effects experienced by people travelling along National Trails/long distance paths – Wales Coast Path

- 26.18.3.1 There is no potential for significant visual effects to be experienced by people travelling along Wales Coast Path due to implementation of the Mona Onshore Substation Option 7 and therefore no further assessment is provided here.

Assessment of effects experienced by people travelling along National Trails/long distance paths – Offa's Dyke Path National Trail

- 26.18.3.2 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the visual amenity of Offa's Dyke Path National Trail in the Mona Proposed Onshore Development Area SLVIA study area Onshore Substation components (Figure 26.21). These impacts would result from the following Mona Offshore Wind Project elements (as summarised in Table 26.14)

- Mona Onshore Substation Option 7.

- 26.18.3.3 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect the views and visual amenity of people using certain stretches of the long-distance path within approximately 10km of the Mona Onshore Substation components.
- 26.18.3.4 Outline details of the baseline conditions and factors influencing potential impacts on Offa's Dyke Path National Trail are provided below. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

- 26.18.3.5 A National Trail representative of a historic border between Wales and England, aligned north-south, crossing the spine of the Clwydian Range of hills within the SLVIA study area (Figure 26.20). At its north end approaching Prestatyn it affords elevated, wide-ranging views across North Wales coast and settled hinterland. The elevation of this north section of the route varies from between close to 300m AOD around Mynydd y Cwm dropping to less than 250m and falling to 5m AOD or less at Prestatyn on the coast. The sections of the path with theoretical visibility of the Mona Proposed Onshore Development Area are those to the east of the SLVIA study area. The views from Moel Maenefa (representative viewpoint 3.9) and Pen-y-Mynydd (representative viewpoint 3.10) are representative of those from the closest and most exposed sections.

Impact considerations

- 26.18.3.6 Fieldwork and analysis of the ZTV and the representative viewpoint visualisations indicates unrestricted visibility of the Mona Proposed Onshore Development Area from Offa's Dyke at approximately 6km distance east of the substation Option 7. The maximum potential visual impact would be that experienced at Moel Maenefa (representative viewpoint 3.9) and Pen-y-Mynydd (representative viewpoint 3.10).
- 26.18.3.7 Representative viewpoints relevant to this receptor type are listed below:
- Representative viewpoint 3.9 – Offa's Dyke Path, Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)
 - Representative viewpoint 3.10 – Offa's Dyke Path, Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b).

Construction and decommissioning phases

Magnitude of impact

- 26.18.3.8 An impact will potentially arise on the views/visual amenity of people using the sections of Offa's Dyke Path National Trail referred to above. This will be caused by visibility of construction works and associated activities/movements (described in Table 26.14) at closest distances of approximately 6km.
- 26.18.3.9 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude

of visual impact is therefore considered to be **low to negligible** at most during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.18.3.10 People using the Offa's Dyke Path National Trail within the Clwydian Range and Dee Valley AONB are deemed to be of high susceptibility to change in the very high value views, due to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

- 26.18.3.11 Overall, the magnitude of the visual impact on people using Offa's Dyke Path during construction and decommissioning is deemed to be low/negligible and the sensitivity of the receptor is high. The temporary effects will be **minor to moderate adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.18.3.12 A visual impact will potentially arise on people using Offa's Dyke Path National Trail due to the operations and maintenance of the Mona Onshore Substation components. The impact will result from visibility of static project components (as summarised above and described in Table 26.14) at closest distances of approximately 6km which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.3.13 The impact is predicted to be of local spatial extent, long-term duration, intermittent and low reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** at most during the operations and maintenance phase, occurring along the closest sections of long-distance path to the Mona Onshore Substation components.

Sensitivity of the receptor

- 26.18.3.14 The sensitivity of the people using Offa's Dyke Path National Trail within the AONB, is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

- 26.18.3.15 Overall, the magnitude of visual impact in relation to people using the identified sections of Offa's Dyke Path National Trail during operations and maintenance is deemed to be low to negligible at most and the sensitivity of the receptor is considered to be high. The visual effects will be **minor to moderate adverse** significance, which are not significant.

Assessment of effects experienced by people travelling along public rights of way and local roads

- 26.18.3.16 Potentially significant impacts will be experienced by people close to the substation site during the construction, operations and maintenance, and decommissioning

phases on the views from and visual amenity of equestrians and walkers using the public bridleway Northwest of substation Option 7 and walkers/cyclists and occupiers of vehicles using the local road immediately west of substation Option 7. These impacts would be caused by visibility of some or all the following Mona Offshore Wind Project elements:

- 26.18.3.17 The impacts will be generated by both static and moving elements (construction phase only) of the above components which will affect the views/visual amenity of people using certain stretches of bridleways and roads:
- Representative viewpoint 3.1: Local road (Cefn Lane) adjacent to substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.1b)
 - Representative viewpoint 3.2: Local road (Cefn Lane) adjacent to substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.2b)
 - Representative viewpoint 3.3: Local road (Cefn Lane) adjacent to substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.3b)
 - Representative viewpoint 3.4: Route with public access (connects bridleway DE/208/32) Northwest of substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.4b).

Construction and decommissioning phases

Magnitude of impact

- 26.18.3.18 Visual impact will potentially be experienced by people using the sections of public right of way and road referred to above. This will be caused by visibility of the removal of existing site features including hedgerows, trees and woodland, the erection and dismantling of the substation infrastructure and the associated equipment activities/movements (described in Table 26.14) within Mona Proposed Onshore Development Area situated in close proximity.
- 26.18.3.19 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction, decreasing during decommissioning), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.18.3.20 Equestrians/walkers using the public right of way and local road are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.
- 26.18.3.21 Occupiers of vehicles using the local road are deemed to be of low susceptibility to the changes to medium value views. The sensitivity of these receptors is considered to be **low**. Cyclists travelling along these minor roads have a **medium** sensitivity.

	Significance of effect
26.18.3.22	The magnitude of the visual impact on people using the public right of way at representative viewpoint 3.4 during construction and decommissioning is deemed to be high and the sensitivity of the receptor is high. The temporary effect will be major adverse , which is significant.
26.18.3.23	The magnitude of the visual impact on people using the local road at representative viewpoints 3.1, 3.2 and 3.3 during construction and decommissioning is deemed to be high and the sensitivity of the receptor is medium to high. The temporary effect will, therefore, be of moderate adverse , which is not significant.
	Operations and maintenance phase
	Magnitude of impact
26.18.3.24	Visual impacts will potentially be experienced by people using the sections of a public right of way and road referred to above. This will be caused by a reduction in characteristic features of the agricultural landscape including arable land, hedgerows, trees and woodland and the introduction of energy infrastructure at the substation and the associated immature landscape planting proposals (described in Table 26.14) within the Mona Proposed Onshore Development Area situated in close proximity. These changes have the potential to affect peoples' appreciation of the surrounding landscape.
26.18.3.25	The impact is predicted to be of local spatial extent, long-term duration, intermittent and low reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be high during the operations and maintenance phase.
	Sensitivity of receptor
26.18.3.26	Equestrians/walkers using the public right of way and local road are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be high .
26.18.3.27	Occupiers of vehicles using the local road are deemed to be of medium value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be medium .
	Significance of effect
26.18.3.28	The magnitude of the visual impact on people using the public right of way at representative viewpoint 3.4 during operation and maintenance is deemed to be medium and the sensitivity of the receptor is high. The effect will be major adverse significance, which is significant.
26.18.3.29	The magnitude of the visual impact on people using the local road at representative viewpoint 3.1, 3.2 and 3.3 during operation and maintenance is deemed to be medium and the sensitivity of the receptor is medium. The effect will be moderate adverse significance, which is not significant.

26.18.4	Visual effects experienced by receptors at representative viewpoints
	Assessment of effects experienced by people at representative viewpoint 3.1 – Local road south of substation Option 7
26.18.4.1	Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases at this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets which will potentially affect the views/visual amenity of people at this location.
	Summary of visual baseline
26.18.4.2	This is a close range, open view from a local road which defines the west edge of the substation site. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
	Description of visual change
26.18.4.3	The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.
	Construction and decommissioning phases
	Magnitude of impact
26.18.4.4	An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by views of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
26.18.4.5	The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be high during the construction and decommissioning phases.
	Sensitivity of the receptor
26.18.4.6	The views/visual amenity at this representative viewpoint is deemed to be of medium value and cyclists at medium susceptibility to the proposed development. People within vehicles will have a low susceptibility to the changes The sensitivity of the receptor is therefore, considered to be low to medium .
	Significance of the effect
26.18.4.7	Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be high and the sensitivity of the receptor is high to medium. The temporary effects will be minor to moderate adverse , which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.18.4.8 A visual impact will potentially arise at this representative viewpoint at this location due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components (which have the potential to affect peoples' appreciation of the surrounding landscape).
- 26.18.4.9 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.18.4.10 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.18.4.11 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be high. The sensitivity of the receptor is high/medium. The effects will be **minor to moderate adverse**, which is not significant.
- 26.18.4.12 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). Due to the close range, any planting would have more of a screening impact on the views that more distant, elevated viewpoints. As the new planting becomes established it would soften views of the substation.

Assessment of effects experienced by people at representative viewpoint 3.2 – Local road west of substation Option 7

- 26.18.4.13 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases at this viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.18.4.14 This is a close range, framed view looking east from a local road which defines the west edge of the substation site. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.18.4.15 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.18.4.16 An impact will potentially be experienced by people during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.17 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.18.4.18 The views/visual amenity of walkers, cyclists and equestrians at this viewpoint is deemed to be of medium value and medium susceptibility to the proposed development. The susceptibility of people within vehicles is low. The sensitivity of receptors at this representative viewpoint is **low to medium**.

Significance of the effect

- 26.18.4.19 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be high and the sensitivity of the receptor is low to medium. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.18.4.20 Visual impacts will potentially be experienced by people at this representative viewpoint, due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.21 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.18.4.22 The sensitivity of the views/visual amenity at this representative viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.18.4.23 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be high. The sensitivity of the receptor is low to medium. The effects will be **minor to moderate adverse**, which are not significant.

- 26.18.4.24 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). Due to the close range, any planting would have more of a screening impact on the views than it would on views more distant elevated viewpoints. As the new planting becomes established it would soften views.

Assessment of effects experienced by people at representative viewpoint 3.3 – Local road north of substation Option 7 on the southern edge of St Asaph

- 26.18.4.25 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases at this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.18.4.26 This is a close range, open view south from a local road which defines the west edge of the substation site. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.18.4.27 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.18.4.28 An impact will potentially be experienced by people during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.29 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.18.4.30 The views/visual amenity of people at this viewpoint are deemed to be of medium value and cyclists to be of medium susceptibility, while people in vehicles are of low susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low to medium**.

Significance of the effect

- 26.18.4.31 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be high and the sensitivity of the receptor is low to medium. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.18.4.32 A visual impact will potentially arise at this representative viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.33 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.18.4.34 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.18.4.35 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this representative viewpoint is deemed to be high. The sensitivity of the receptor is low to medium. The effects will be **minor to moderate adverse**, which is not significant.
- 26.18.4.36 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). Due to the close range, any planting would have more of a screening impact on the views than it would on views more distant elevated viewpoints. As the new planting becomes established it would soften views.

Assessment of effects experienced by people at representative viewpoint 3.4 – Bridleway west of substation Option 7

- 26.18.4.37 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.18.4.38 A mid-distance, framed view looking southeast from the local road of Lon Coed Esgob which emerges from a cluster of residential and commercial development north of the substation site. Representative of views available to people at/using the PROW at this

location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.18.4.39 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.18.4.40 An impact will potentially arise during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.41 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **high** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.4.42 The views/visual amenity of people at this viewpoint is deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.18.4.43 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is high. The temporary effect will be **major adverse**, which is significant.

Operations and maintenance phase

Magnitude of impact

26.18.4.44 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.45 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **high** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.4.46 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.18.4.47 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be high. The sensitivity of the receptor is high. The effect will be of **major adverse**, which is significant.

26.18.4.48 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce the visual effects to **moderate to major adverse** significance by Year 15, which are not significant to significant. These effects would continue to reduce as the vegetation matures.

Assessment of effects experienced by people at representative viewpoint 3.5 – Cwttir Lane

26.18.4.49 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.18.4.50 Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.18.4.51 The assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.18.4.52 An impact will potentially arise during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.53 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude

of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.4.54 The views/visual amenity of people at this viewpoint is deemed to be of medium value and cyclists of medium susceptibility and people in vehicles of low susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low to medium**.

Significance of the effect

26.18.4.55 Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is low to medium. The temporary effects will be **negligible to minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.18.4.56 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.57 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.4.58 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

26.18.4.59 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is low to medium. The effects will be **negligible to minor adverse**, which are not significant.

26.18.4.60 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not alter the predicted visual effects but would soften the effects in the longer term.

Assessment of effects experienced by people at representative viewpoint 3.6 – Local road at Isfryn Farm

26.18.4.61 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this

representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.18.4.62 This is a middle-distance, framed view looking northeast from the local road which crosses Cefn Meiriodog south of the substation site. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.18.4.63 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.18.4.64 An impact will potentially arise during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.65 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.4.66 The views/visual amenity of people at this viewpoint is deemed to be of medium value and cyclists of medium susceptibility, with people in vehicles of low susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **low to medium**.

Significance of the effect

26.18.4.67 Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is low to medium. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.18.4.68 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will

- result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.69 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is considered to be **low** during the operations and maintenance phase.
- Sensitivity of the receptor**
- 26.18.4.70 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.
- Significance of the effect**
- 26.18.4.71 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be low. The sensitivity of the receptor is low to medium. The effects will be **minor to moderate adverse**, which are not significant.
- 26.18.4.72 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **negligible to minor adverse** by year 15, which are not significant.
- Assessment of effects experienced by people at representative viewpoint 3.7 – Local road at Bedd-y-cawr, near public right of way**
- 26.18.4.73 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.
- Summary of visual baseline**
- 26.18.4.74 This is a middle-distance, framed view looking northeast from the local road which crosses Cefn Meiriodog south of the substation site. Representative of views available to people at/using the PROW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.
- Description of visual change**
- 26.18.4.75 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.
- Construction and decommissioning phases**
- Magnitude of impact**
- 26.18.4.76 An impact will potentially arise during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.77 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **negligible** during the construction and decommissioning phases.
- Sensitivity of the receptor**
- 26.18.4.78 The views/visual amenity of people using the public right of way at this viewpoint deemed to be of high susceptibility to changes in the medium value view. The sensitivity of the receptor is therefore, considered to be **high**.
- 26.18.4.79 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.
- 26.18.4.80 People in vehicles at this viewpoint are considered to have a low low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.
- Significance of the effect**
- 26.18.4.81 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is low to high. The temporary effects will be **negligible to minor adverse**, which are not significant.
- Operations and maintenance phase**
- Magnitude of impact**
- 26.18.4.82 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.83 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.
- Sensitivity of the receptor**
- 26.18.4.84 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to high**.
- Significance of the effect**
- 26.18.4.85 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be negligible. The sensitivity of the receptor is low to medium. The effects will be **negligible to minor adverse**, which are not significant.

- 26.18.4.86 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would not alter the predicted visual effect but would soften the effects in the longer term.

Assessment of effects experienced by people at representative viewpoint 3.8 – Local road at Wigfair Hall

- 26.18.4.87 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint falling within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.18.4.88 This is a middle-distance, open view looking north through a gap in the roadside hedgerow of a local road. Representative of views available to people at/using the local road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.18.4.89 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

- 26.18.4.90 An impact will potentially arise during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the substation and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.91 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

- 26.18.4.92 The views/visual amenity of people at this viewpoint is deemed to be of medium value and cyclists of medium susceptibility, while people in vehicles are of low susceptibility, to the proposed development. The sensitivity of the receptor is therefore, considered to be **low to medium**.

Significance of the effect

- 26.18.4.93 Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptor is low to medium. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.18.4.94 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.18.4.95 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.18.4.96 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to medium**.

Significance of the effect

- 26.18.4.97 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this representative viewpoint is deemed to be low. The sensitivity of the receptor is low to medium. The effect will be **minor adverse**, which is not significant.
- 26.18.4.98 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **negligible to minor adverse** by Year 15, which are not significant.

Assessment of effects experienced by people at representative viewpoint 3.9 – Offa's Dyke Path National Trail, Moel Maenefa

- 26.18.4.99 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation. These impacts would be caused by visibility of some or all the onshore transmission assets (Figure 26.22) described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.18.4.100 This is a panoramic view looking west from Offa's Dyke Path National Trail at Moel Maenefa which crosses the uplands of the Clwydian Range and Dee Valley AONB. It is representative of views available to people at/using the National Trail at this

location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.18.4.101 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.18.4.102 An impact will potentially arise during construction and decommissioning at this viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.103 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.4.104 The views/visual amenity of people at this viewpoint is deemed to be of high value and very high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.18.4.105 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is very high. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.18.4.106 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.107 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.4.108 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.18.4.109 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is very high. The effects will be **minor to moderate adverse**, which are not significant.

26.18.4.110 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce the visual effects to **negligible to minor adverse** by Year 15, which are not significant.

Assessment of effects experienced by people at representative viewpoint 3.10 – Offa's Dyke Path National Trail, Pen-y-Mynydd

26.18.4.111 Visual impacts will potentially be experienced by people during the construction, operations and maintenance, and decommissioning phases on the view from this representative viewpoint, as it falls within the ZTV of the Mona Onshore Substation (Figure 26.20). These impacts would be caused by visibility of some, or all the onshore transmission assets described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.18.4.112 A panoramic view looking west from Offa's Dyke Path National Trail at Pen-y-Mynydd which crosses the uplands of the Clwydian Range and Dee Valley AONB. It is representative of views available to people at/using the National Trail at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.18.4.113 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction and decommissioning phases

Magnitude of impact

26.18.4.114 An impact will potentially arise during construction and decommissioning at this representative viewpoint. This will be caused by visibility of the erection and dismantling of the transmission assets and associated equipment/activities and traffic movements which has the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.115 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude

of visual impact is therefore considered to be **low to negligible** during the construction and decommissioning phases.

Sensitivity of the receptor

26.18.4.116 The views/visual amenity of people at this viewpoint is deemed to be of high value and very high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.18.4.117 Overall, the magnitude of the visual impact experienced by people at this representative viewpoint during construction and decommissioning is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.18.4.118 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of the project components which have the potential to affect peoples' appreciation of the surrounding landscape.

26.18.4.119 The impact is predicted to be of local spatial extent, long-term duration and continuous. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **low to negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.18.4.120 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.18.4.121 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is very high. The effects will be **moderate to minor adverse**, which are not significant.

26.18.4.122 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development (Figure 26.25). As the new planting becomes established it would reduce visual effects to **negligible to minor adverse** by Year 15, which are not significant.

26.19 SLVIA of Mona Onshore Cable Corridor

26.19.1 Effects on Landscape Character

26.19.1.1 As the cables will be left in situ, there will be no potential for significant effects during the decommissioning phase and so the effects during this phase are not assessed further in this section.

26.19.2 Assessment of the effects on LANDMAP Aspect Areas

26.19.2.1 The sensitivity of the various Aspect Layers in the Mona Proposed Onshore Development Area has altered since the assessments were first undertaken. The areas in which the Mona Onshore Cable Corridor is located, now includes the Gwynt y Môr Offshore Windfarm and Burbo Bank Offshore Windfarm onshore substations, for example. The character of the landscape has changed, as has the sensitivity of the Aspect Area layers. The assessments below have regard to the published Aspect Area assessments and evaluations, with updated sensitivities for those Aspect Areas for which the baseline situation has been altered.

26.19.2.2 An impact will potentially arise on the LANDMAP Aspect Areas listed below due to construction, operations and maintenance, and decommissioning works within the Mona Onshore Cable Corridor, as described in Table 26.14.

26.19.2.3 The Aspect Areas are shown on figures in Appendix B, volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR. Relevant figure references within volume 8: annex 26.2: Seascape and landscape character baseline of the PEIR are provided in brackets for each LANDMAP layer together with the overall LANDMAP value recorded in brackets for each Aspect Area.

- Visual and sensory:
 - CNWVS052 Llandudno to Kinmel Bay intertidal (evaluation: high)
 - CNWVS062 Llandulas Urban Coast (evaluation: low)
 - CNWVS070 Abergele coastal plain (evaluation: moderate)
 - CNWVS020 Kinmel Manor environs, Mosaic Rolling Lowland (evaluation: high)
 - CNWVS021 Cefn yr Ogorf and environs (evaluation: high)
 - CNWVS023 Dulas Lowlands (evaluation: moderate)
 - DNBGHVS037 Limestone Valley-Cefn (evaluation: high)
 - DNBGHVS014 Area North and East of Bodelwyddan (evaluation: moderate)
 - DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (evaluation: moderate).
- Historic:
 - CNWHL032 Conwy east foreshore (evaluation: moderate)
 - CNWHL051 Gwrych Castle (evaluation: moderate)
 - CNWHL080 Rhyd-y-foel (evaluation: high)
 - DNBHHL041 Pentre-mawr (evaluation: moderate).

- Cultural:
 - CNWCL012 Coastal slopes (evaluation: high)
 - CNWCL018 Conwy uplands (evaluation: high)
 - DNBGHCL012 Vale of Clwyd Agricultural (evaluation: outstanding)
 - DNBGHCL011 Str Asaph Urban Settlement (evaluation: high).
- Geological:
 - CNWGL052 Penmaen Rhos to Kimmel Bay coast (evaluation: moderate)
 - CNWGL048 Abergele (evaluation: moderate)
 - CNWGL047 Tower Hill (evaluation: high)
 - CNWGL050 Betws y Rhos (evaluation: high)
 - DNBGHGL016 Bodelwyddan Undulating Lowland Hill Terrain (evaluation: moderate)
 - DNBGHGL031 Cefn Meiriadog Other (evaluation: moderate).
- Landscape Habitat:
 - CNWLH004 Abergele grassland mosaic (evaluation: low)
 - CNWLH039 Gwrych castle wood and mosaic (evaluation: outstanding)
 - CNWLH034 Kinmel Park woods (evaluation: low)
 - CNWLH035 Kinmel parkland (evaluation: high)
 - DNBGHLH023 Cefn Improved Grassland (evaluation: moderate).

Construction phase

Magnitude of impact

26.19.2.4 An impact will arise on the LANDMAP Aspect Areas listed above due to the installation of the cables, along the Mona Onshore Cable Corridor (and associated activities and vehicle/equipment movements). The works will result in the temporary loss of arable farmland, hedgerows, mature hedgerow trees and directly affect the landscape and perceptions of it.

26.19.2.5 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction) and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the Mona Onshore Cable Corridor is therefore considered to be locally **medium** during the construction phase.

Sensitivity of the receptor

26.19.2.6 Taking account of the LANDMAP evaluation (reproduced in brackets above), Aspect Areas with low or moderate LANDMAP values, namely DNBGHGL031 Cefn Meiriadog Other (Geological), DNBGHLH023 Cefn Improved Grassland (Landscape Habitat), CNWLH004 Abergele grassland mosaic (Landscape Habitat), CNWLH034 Kinmel Park woods (Landscape Habitat), CNWVS062 (Llandulas coast (Visual and Sensory), CNWGL048 Abergele (Geological), CNWGL052 Penmaen Rhos to Kimmel Bay

coast(Geological), CNWHL032 Conwy east foreshore (Historic), CNWHL051 Gwrych Castle (Historic), CNWVS023 Dulas Lowlands (Visual and Sensory), CNWVS070 Abergele Coastal Plain (Visual and Sensory), DNBGHGL016 Bodelwyddan (Geological), DNBGHHL041 Pentre-mawr (Historic), DNBGHVS014 Area North and East of Bodelwyddan (Visual and Sensory) and DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory) are deemed to be of medium landscape value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

26.19.2.7 LANDMAP Aspect Areas with high to outstanding values, namely DNBGHCL011 Str Asaph Urban Settlement (Cultural), DNBGHCL012 Vale of Clwyd Agricultural (Cultural), CNWCL012 Coastal slopes (Cultural), CNWCL018 Conwy uplands (Cultural), CNWGL047 Tower Hill (Geological), CNWGL050 Betws yn Rhos (Geological), CNWHL080 Rhyd-y-foel (Historic), CNWLH035 Kinmel parkland (Landscape Habitat), CNWVS020 Kinmel Manor environs (Visual and Sensory), CNWVS021 Cefn yr Ogof and environs (Visual and Sensory), CNWVS052 Llandudno to Kinmel Bay intertidal (Visual and Sensory), DNBGHVS037 Limestone Valley-Cefn (Visual and Sensory) and CNWLH039 Gwrych castle wood and mosaic (Landscape Habitat) are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.19.2.8 Overall, the magnitude of impact during construction works within the Mona Onshore Cable Corridor on the land within the LANDMAP Aspect Areas with low or moderate values is deemed to be medium and the sensitivity of the receptors is medium. The temporary effects will be **moderate adverse**, which are not significant.

26.19.2.9 The magnitude of impact within the Mona Onshore Cable Corridor on the land within the LANDMAP Aspect Areas with high to outstanding values during construction and decommissioning is deemed to be medium and the sensitivity of the receptor is high. The temporary effects will be **moderate to major adverse**, which are not significant to significant.

Operations and maintenance phase

Magnitude of impact

26.19.2.10 A direct impact will potentially arise on the LANDMAP Aspect Areas listed above due to operations and maintenance activities within the Mona Onshore Cable Corridor (as summarised in Table 26.14. However, due to the buried nature of the infrastructure combined with the proposed landscape mitigation within Mona Proposed Onshore Development Area, any impacts remaining on completion of works will be negligible in terms of landscape and visual change.

26.19.2.11 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the Mona Onshore Cable Corridor is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.19.2.12 The sensitivity of LANDMAP Aspect Areas is as set out above for the construction and decommissioning phases, namely **medium** and for Aspect Areas with low or moderate LANDMAP values, and **high** for Aspect Areas with high to outstanding or moderate LANDMAP values.

Significance of the effect

26.19.2.13 Overall, the magnitude of impact during operations and maintenance within the Mona Onshore Cable Corridor on the land within the LANDMAP Aspect Areas with low or moderate values is deemed to be negligible and the sensitivity of the receptors is medium. The effects will be **negligible to minor adverse**, which are not significant.

26.19.2.14 The magnitude of impact within the Mona Onshore Cable Corridor on the land within the LANDMAP Aspect Areas with high to outstanding values during operations and maintenance is deemed to be negligible and the sensitivity of the receptor is high. The effects will be **negligible to minor adverse**, which are not significant.

26.19.2.15 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects on the special qualities of national landscape designations – Clwydian Range and Dee Valley AONB

26.19.2.16 Indirect impacts will potentially arise during the construction, and operations and maintenance phases on the special qualities of the part of Clwydian Range and Dee Valley AONB in the Mona Proposed Onshore Development Area SLVIA study area Proposed Onshore Development Area cable components. These impacts would be a result of the following Mona Offshore Wind Project onshore elements (as summarised in Table 26.14):

- Onshore export cabling (buried)
- Mona 400kV Grid Connection Cable(s) (buried).

26.19.2.17 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect those special qualities identified as being susceptible to changes in visual environment. The Clwydian Range and Dee Valley AONB is situated approximately 6km to the east of the nearest Mona Proposed Onshore Development Area cable components at its closest point (substation site Option 7). The qualifying special qualities of the AONB to relevant to the SLVIA are:

- Tranquillity
- Remoteness and wildness, space and freedom, expansive views/seascapes.

26.19.2.18 The representative viewpoints relevant to this receptor are the following:

- Representative viewpoint 3.9 - Offa's Dyke Path, Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)

- Representative viewpoint 3.10 - Offa's Dyke Path, Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b).

Construction phase

Magnitude of impact

26.19.2.19 The influence of the Mona Proposed Onshore Development Area cable components on the above special qualities due to construction and decommissioning works and associated activities and vehicle/equipment movements (as summarised above and described in Table 26.14) at minimum distances of approximately 6km would be very limited.

26.19.2.20 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction) and high reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude of impact on the AONB's qualifying special qualities (tranquillity, and remoteness and wildness, space and freedom, expansive views/seascapes) is therefore considered to be **negligible** at most during the construction phase.

Sensitivity of the receptor

26.19.2.21 The Clwydian Range and Dee Valley AONB special qualities are deemed to be of high landscape value and high susceptibility to the proposed development. The sensitivity of the receptors is therefore, considered to be **high**.

Significance of the effect

26.19.2.22 Overall, the magnitude of the impact on the qualifying special qualities of the Clwydian Range and Dee Valley AONB during construction is deemed to be negligible and the sensitivity of the receptor is high. The temporary effects will be **negligible to minor adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.19.2.23 An indirect impact will potentially arise on the qualifying special qualities of the Clwydian Range and Dee Valley AONB referred to above due to the operations and maintenance of the Mona Proposed Onshore Development Area cable components. The impact will result from the presence of static project components occupying Mona Proposed Onshore Development Area (as described in Table 26.14), which will potentially affect perceptions of Clwydian Range and Dee Valley AONB.

26.19.2.24 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the AONB's special qualities indirectly. Taking account of the buried nature of operational cable components, the magnitude of impact is **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.19.2.25 The sensitivity of the Clwydian Range and Dee Valley AONB special qualities is as set out above for the construction phase, namely **high**.

Significance of the effect

- 26.19.2.26 Overall, the magnitude of impact in relation to the qualifying special qualities of the Clwydian Range and Dee Valley AONB during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The effect will be **negligible to minor adverse** significance at most, which is not significant.
- 26.19.2.27 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects on special characteristics of local landscape designations – Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA

- 26.19.2.28 Impacts will potentially arise during the construction, and operations and maintenance phases on the special characteristics of the parts of Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA located in the Mona Proposed Onshore Development Area SLVIA study area Proposed Onshore Development Area cable components (the Mona Offshore Wind Project elements are summarised above and described in Table 26.14).
- 26.19.2.29 Elwy and Aled Valleys SLA is located outside the Mona Proposed Onshore Development Area and the 1km buffer (Figure 26.22). There is no potential for significant effects (direct or indirect) to arise on the SLA and, therefore, no further assessment of the local landscape designation is provided here, at the PEIR stage.
- 26.19.2.30 The Mona Onshore Cable Corridor bisects the east part of Rhyd y Foel to Abergele SLA which is assessed below.

Construction phase

Magnitude of impact

- 26.19.2.31 An impact will arise on the part of Rhyd y Foel to Abergele SLA within the Mona Onshore Cable Corridor due to construction works (and associated activities and vehicle/equipment movements). The works will result in the temporary loss of arable farmland, hedgerows, mature hedgerow trees and directly affect the landscape and perceptions of it.
- 26.19.2.32 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction) and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the Mona Onshore Cable Corridor is therefore considered to be locally **medium to low** during the construction phase.

Sensitivity of the receptor

- 26.19.2.33 Rhyd y Foel to Abergele SLA is deemed to be of medium landscape value and medium susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the effect

- 26.19.2.34 Overall, the magnitude of impact during construction on the part of Rhyd y Foel to Abergele SLA within the Mona Onshore Cable Corridor is deemed to be medium to low and the sensitivity of the receptors is medium. The temporary effect will be **minor to moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.19.2.35 A direct impact will potentially arise on the part of Rhyd y Foel to Abergele SLA within the Mona Onshore Cable Corridor due to the operations and maintenance of the Mona Proposed Onshore Development Area cable components (as summarised above and described in Table 26.14). However, due to the buried nature of the infrastructure combined with the proposed landscape mitigation within the Mona Proposed Onshore Development Area, any impacts remaining on completion of works will be negligible in terms of landscape and visual change.
- 26.19.2.36 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the Mona Onshore Cable Corridor is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.19.2.37 The sensitivity of Rhyd y Foel to Abergele SLA is as set out above for the construction and decommissioning phases, namely **medium**.

Significance of the effect

- 26.19.2.38 Overall, the magnitude of impact during operations and maintenance on the part of Rhyd y Foel to Abergele SLA within the Mona Onshore Cable Corridor is deemed to be negligible and the sensitivity of the receptors is medium. The effects will be **negligible to minor adverse**, which is not significant.
- 26.19.2.39 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state

Assessment of effects on the qualifying characteristics of World Heritage Sites

26.19.2.40 There are no World Heritage Sites located within the SLVIA study area relating Mona Proposed Onshore Development Area and therefore no assessment is provided here.

Assessment of the effects on the qualifying characteristics of Registered Parks and Gardens of Special Historic Interest in Wales

26.19.2.41 The following Registered Parks and Gardens (on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales) are located within or immediately adjacent to the SLVIA study area for the Mona Onshore Cable Corridor (Figure 26.20):

- Gwrych Castle Grade II* Listed Historic Park and Garden
- Kinmel Park Grade II* Listed Historic Park and Garden
- Bodelwyddan Castle Grade II Listed Historic Park and Garden.

26.19.2.42 Gwrych Castle Historic Park and Garden lies within section 1 of the Mona Onshore Cable Corridor and is assessed below. Kinmel Park and Bodelwyddan Castle Historic Parks and Gardens are situated outside the Mona Onshore Cable Corridor and therefore, taking account of the Mona Proposed Onshore Development Area cable components (as summarised above and described in Table 26.14), there is no potential for significant effects to arise on their qualifying characteristics and they are assessed no further at the PEIR stage. Assessment of Gwrych Castle Historic Park and Garden is provided below and summarised in Table 26.31.

Construction phase

Magnitude of impact

26.19.2.43 An impact will arise on the west part of Gwrych Castle Historic Park and Garden situated within the Mona Onshore Cable Corridor due to construction and decommissioning works (and associated activities and vehicle/equipment movements). The works will result in the temporary loss of arable farmland, hedgerows, mature hedgerow trees and affect its qualifying characteristics.

26.19.2.44 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the cable corridor area is therefore considered to be **medium to low**.

Sensitivity of the receptor

26.19.2.45 Grade II* Listed Gwrych Castle Historic Park and Garden is deemed to be of high landscape value and high susceptibility to the Mona Offshore Wind Project. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of the effect

26.19.2.46 Overall, the magnitude of impact during construction and decommissioning on Gwrych Castle Historic Park and Garden is deemed to be medium to low and the sensitivity of the receptors is high. The temporary effect will be **moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.19.2.47 A direct impact will potentially arise on the part of Gwrych Castle Historic Park and Garden due to the operations and maintenance of the Mona Proposed Onshore Development Area cable components (as summarised above and described in Table 26.14). However, due to the buried nature of the infrastructure combined with the proposed landscape mitigation within the Mona Proposed Onshore Development Area, any impacts remaining on completion of works will be negligible in terms of landscape and visual change.

26.19.2.48 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of landscape character impact within the Mona Onshore Cable Corridor is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.19.2.49 The sensitivity of Gwrych Castle Historic Park and Garden is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.19.2.50 Overall, the magnitude of impact during operations and maintenance on Gwrych Castle Historic Park and Garden is deemed to be negligible and the sensitivity of the receptors is high. The effects will be **negligible to minor adverse**, which is not significant.

26.19.2.51 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

26.20 Assessment of landscape and visual effects of the Mona Onshore Cable Corridor

26.20.1 Effects experienced by visual receptor groups

Assessment of effects experienced by people travelling along public rights of way and local roads

26.20.1.1 Potentially significant visual impacts will arise for close proximity receptors during the construction and, operations and maintenance phases in the Mona Onshore Cable

Corridor. The impacts would be caused by visibility of some or all of the Mona Offshore Wind Project onshore cable route as summarised above and described in Table 26.14. The impacts will be generated by both static and moving elements of the development components. The receptors affected would be the views and visual amenity available to people using certain stretches of the local public highway network including PROW. The visual receptors considered in this assessment are as follows (the Mona Onshore Cable Corridor section number is provided in brackets together with the preliminary representative viewpoint reference):

- A55 North Wales Expressway and A547 Abergele Road (section 1 – representative viewpoint pending)
- Local roads (approx. 5 no.) west of A548 (section 2 – representative viewpoint 4.1)
- B5381 Roman Road/Glascoed Road and local roads (approx. 7 no.) to the south (sections 3, 4, 5, 6 and 9 –representative viewpoints 4.2, 4.3, 4.4, and 4.5)
- Cefn Lane adjacent to substation 7 site (section 9 – representative viewpoint 4.6)
- PRoW 01/12, 04/43, 04/44, 04/48, (section 2 – representative viewpoint 4.1)
- PRoW 19/12, 19/14, 19/15, 19/16, 19/26, 19/27 (section 3 – representative viewpoint pending)
- PRoW 19/29 and 99 (sections 4, 5 and 6 – representative viewpoint 4.2)
- PRoW 5 and 6 (section 7 – representative viewpoint pending)
- PRoW 7, 16, 17 and 32 (section 9 – representative viewpoint pending).

26.20.1.2 The effects on visual receptors at these locations are assessed below. Corresponding representative viewpoints are also assessed below.

Construction phase

Magnitude of Impact

26.20.1.3 An impact will potentially arise on the views/visual amenity of equestrians, walkers, cyclists and people in vehicles using the sections of public right of way and roads referred to above. This will be caused by visibility of the removal of or alteration to existing landscape features including hedgerows and trees caused by the construction works and associated equipment activities/movements (summarised above and described in Table 26.14) within the Mona Proposed Onshore Development Area.

26.20.1.4 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is **low**.

Sensitivity of the receptor

26.20.1.5 Equestrians, cyclists and walkers using the public rights of way are deemed to have high susceptibility to the changes in medium value views. The sensitivity of the receptor is **high**.

26.20.1.6 Equestrians, cyclists and walkers using the road network, are considered to have a medium sensitivity to the changes in the medium value views. The sensitivity of these receptors is **medium**.

26.20.1.7 Occupiers of vehicles using roads are deemed to be of low susceptibility to the changes in the medium value views. The sensitivity of the receptor is **low**.

Significance of effect

26.20.1.8 The magnitude of the visual impact on people using the stretches of public rights of way listed above within the Mona Proposed Onshore Development Area during installation is deemed to be low and the sensitivity of the receptors is high. The temporary effects will be **minor to moderate adverse**, which are not significant.

26.20.1.9 The magnitude of the visual impact for people using the road network as identified above during construction and decommissioning is deemed to be between low and the sensitivity of the receptor is low to medium. The effects will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.20.1.10 Visual impacts will potentially be experienced by people using the sections of public right of way and roads referred to above due to the operations and maintenance of the Mona Onshore Cable Corridor (as summarised above and described in Table 26.14). However, due to the buried nature of the infrastructure combined with the proposed landscape mitigation within Mona Proposed Onshore Development Area, any impacts remaining on completion of works will be negligible in terms of landscape and visual change.

26.20.1.11 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude of visual impact within the Mona Onshore Cable Corridor is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.20.1.12 The sensitivity of visual receptors (walkers, equestrians, cyclists and people in vehicles) is as set out above for the construction and decommissioning phases, namely **low** for occupiers of vehicles, **medium** for equestrians, cyclists and pedestrians using roads and **high** for users of public rights of way.

Significance of the effect

26.20.1.13 The magnitude of the visual impact on people using the stretches of the roads and public rights of way network listed above during operations and maintenance of the Mona Onshore Cable Corridor is deemed to be negligible and the sensitivity of the receptors is high. The effects will be **negligible to minor adverse**, which are not significant.

26.20.1.14 The magnitude of the visual impact during the operations and maintenance phase for people using the road network as identified above is deemed to be negligible and the

sensitivity of the receptors are low to medium. The effects will be **negligible to minor adverse**, which are not significant.

26.20.1.15 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

26.20.1.16 No further mitigation is proposed.

Assessment of effects experienced by people travelling along National Trails/long distance paths – Wales Coast Path

26.20.1.17 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people using the Wales Coast Path in the SLVIA study area, where it falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would result from the visibility of the Mona Offshore Wind Project elements (cable components) (as summarised in Table 26.14).

26.20.1.18 The impacts will be generated by static and dynamic elements of the development components which have the potential to affect the views and visual amenity of people using certain stretches of the long-distance path within approximately 10km of the Mona Proposed Onshore Development Area cable components.

26.20.1.19 Outline details of the baseline conditions and factors influencing potential impacts on the Wales Coast Path are provided below. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

26.20.1.20 The path follows the coast of Wales without significant interruption, often affording wide-ranging views across the adjacent seascape. Within the Mona Onshore Cable Corridor study area, the path follows the North Wales coast shoreline from Llandulas to Rhyl via Abergele at elevations close to sea level.

Impact considerations

26.20.1.21 Analysis of the ZTV and the representative viewpoint visualisations, supported by fieldwork, indicates zero to very limited, intermittent visibility of the Mona Proposed Onshore Development Area from the Wales Coast Path, occurring at the landfall section of the cable route during construction. No other sections of the path would be affected visually.

26.20.1.22 Representative viewpoints relevant to this receptor type are listed below:

- Onshore cable corridor representative viewpoint 4.7 – A547 Abergele Road (photograph pending)
- Representative viewpoint 4.9 – Rhyl.

Construction phase

Magnitude of impact

26.20.1.23 An impact will potentially arise on the views/visual amenity of people using the sections of the Wales Coast Path referred to above, the section immediately west of/approaching Abergele. This will be caused by potential visibility of construction works and associated activities/movements (described above), in particular the landfall works and temporary construction compound adjacent to the south of the A547.

26.20.1.24 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction phase.

Sensitivity of the receptor

26.20.1.25 People using the Wales Coast Path are deemed to be of high susceptibility to change resulting from the proposed development. The value of views is high. The sensitivity of the receptor is **high**.

Significance of the effect

26.20.1.26 Overall, the magnitude of the visual impact on people using the Wales Coast Path during construction and decommissioning is deemed to be low and the sensitivity of the receptor is high. The temporary effects will be **minor to moderate adverse** significance, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.20.1.27 A visual impact will potentially arise on people using the Wales Coast Path due to the operations and maintenance of the Mona Proposed Onshore Development Area cable components. The impact will result from visibility of static project components (as summarised above and described in Table 26.14) and maintenance operations, which have the potential to affect peoples' appreciation of the surrounding landscape.

26.20.1.28 The impact is predicted to be of local spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** at most during the operations and maintenance phase, occurring along the closest sections of long-distance path to Mona Proposed Onshore Development Area cable components.

Sensitivity of the receptor

26.20.1.29 The sensitivity of the people using the Wales Coast Path is as set out above for the construction and decommissioning phases, namely **high**.

Significance of the effect

26.20.1.30 Overall, the magnitude of visual impact in relation to people using the identified sections of the Wales Coast Path during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is high. The visual effects will be **negligible to minor adverse**, which are not significant.

26.20.1.31 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people travelling along national trails/long distance paths – Offa’s Dyke Path National Trail

26.20.1.32 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases on the by people using the Offa’s Dyke Path National Trail in the SLVIA study area, where it falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would result from the visibility of the Mona Offshore Wind Project elements (cable components) (as summarised in Table 26.14).

26.20.1.33 The impacts will be generated by static development components and maintenance operations, which have the potential to affect the views and visual amenity of people using certain stretches of the long-distance path within approximately 10km of the Mona Proposed Onshore Development Area cable components.

26.20.1.34 Outline details of the baseline conditions and factors influencing potential impacts on Offa’s Dyke Path are provided below. Potential effects arising on the landscape designation are assessed in paragraphs that follow.

Baseline conditions

26.20.1.35 A National Trail representative of a historic border between Wales and England, aligned north-south, crossing the spine of the Clwydian Range (within the AONB) within the SLVIA study area (Figure 26.22). At its north end approaching Prestatyn it affords elevated, wide-ranging views across North Wales coast and settled hinterland. The elevation of this north section of the route varies from between close to 300m AOD around Mynydd y Cwm dropping to less than 250m and falling to 5m AOD or less at Prestatyn on the coast. The sections of the path with theoretical visibility of the Mona Proposed Onshore Development Area are those to the east of the SLVIA study area. The views from Moel Maenefa (representative viewpoint 3.9) and Pen-y-Mynydd (representative viewpoint 3.10) are representative of those from the closest and most exposed sections.

Impact considerations

26.20.1.36 Fieldwork and analysis of the ZTV and the representative viewpoint visualisations indicates unrestricted visibility of the Mona Proposed Onshore Development Area from Offa’s Dyke at approximately 6km distance east of the Mona Onshore Substation Options 2 and 7. The maximum potential visual impact would be that experienced at

Moel Maenefa (representative viewpoint 3.9) and Pen-y-Mynydd (representative viewpoint 3.10).

26.20.1.37 Representative viewpoints relevant to receptors using the National Trail are listed below:

- Representative viewpoint 3.9 – Offa’s Dyke Path, Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)
- Representative viewpoint 3.10 – Offa’s Dyke Path, Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b).

Construction phase

Magnitude of impact

26.20.1.38 An impact will potentially arise on the views/visual amenity of people using the sections of Offa’s Dyke Path referred to above. This will be caused by visibility of construction works and associated activities/movements (described above).

26.20.1.39 The impact is predicted to be of local spatial extent, short-term duration (increasing during construction), intermittent and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low to negligible** at most during the construction phase.

Sensitivity of the receptor

26.20.1.40 People using the Offa’s Dyke Path National Trail as it crosses the Clwydian Range and Dee Valley AONB are deemed to be of very high susceptibility to change resulting from the proposed development. The value of views is high. The sensitivity of the receptor is therefore, considered to be **very high**.

Significance of the effect

26.20.1.41 Overall, the magnitude of the visual impact on people using the Offa’s Dyke Path National Trail during construction and decommissioning is deemed to be low to negligible and the sensitivity of the receptor is very high. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.20.1.42 A visual impact will potentially arise on people using the Offa’s Dyke Path due to the operations and maintenance of the Mona Proposed Onshore Development Area cable components. The impact will result from visibility of static project components and maintenance operations (as summarised above and described in Table 26.14) which has the potential to affect peoples’ appreciation of the surrounding landscape.

26.20.1.43 The impact is predicted to be of local spatial extent, long-term duration, intermittent and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** at most during the operations and maintenance phase, occurring along the closest sections of long-distance path to Mona Proposed Onshore Development Area cable components.

Sensitivity of the receptor

26.20.1.44 The sensitivity of the people using Offa's Dyke Path National Trail as it crosses the AONB is as set out above for the construction and decommissioning phases, namely **very high**.

Significance of the effect

26.20.1.45 Overall, the magnitude of visual impact in relation to people using the identified sections of Offa's Dyke Path during operations and maintenance is deemed to be negligible at most and the sensitivity of the receptor is very high. The visual effect will be **minor adverse**, which is not significant.

26.20.1.46 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

26.20.2 Visual effects experienced at representative viewpoints – onshore cable route corridor

Assessment of effects experienced by people at representative viewpoint 4.1 (section 2 of cable route) – Public right of way/Tan y Gopa Road

26.20.2.1 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people at this viewpoint falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the installation of the Mona Onshore Cable Corridor and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.20.2.2 This is a slightly elevated, open view from the public right of way interception with Tan y Gopa Road, located within Conwy SLA 2 Rhyd Y Foel to Abergele, looking southeast along section 2 of the Mona Onshore Cable Corridor towards the A548/B5383 intersection with Moel Isaf (315m AOD) on the skyline. The view encompasses the varied, sloping farmland of Visual and Sensory Area CNWVS023 Dulas Lowlands, which lies within NLCA 9 Rhos Hills. Representative of views available to people at/using the PROW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.20.2.3 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

26.20.2.4 An impact will potentially arise during the construction works at this viewpoint. This will be caused by visibility of the installation of the Mona Onshore Cable Corridor and associated equipment/activities and traffic movements (described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.5 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.20.2.6 The view at this representative viewpoint is deemed to be of medium value and people using the public right of way of high susceptibility to the proposed development. Walkers, cyclists, and equestrians using the road are deemed to be of medium susceptibility and those people in vehicles, of low susceptibility. The sensitivity of the receptors vary between **low and high**.

Significance of the effect

26.20.2.7 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction is deemed to be low and the sensitivity of the receptors varies between low and high. The effects will be **minor to moderate adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.20.2.8 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static components and maintenance operations (as described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.9 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.20.2.10 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low to high**.

Significance of the effect

26.20.2.11 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be negligible. The sensitivity of the receptors varies between low and high. The effects will be **negligible to minor adverse**, which are not significant.

- 26.20.2.12 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 4.2 (section 4 of cable route) – Roman Road/B5381 east of Moelfre

- 26.20.2.13 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people at this viewpoint, as it falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the installation of the cable route corridor and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.20.2.14 This is an open view from Roman Road/B5381 near Bryn Tirion, located within Conwy SLA 2 Rhyd Y Foel to Abergele, looking east along section 4 of the Mona Onshore Cable Corridor towards Mona Onshore Substation Options 2 and 7. The view encompasses the rolling, wooded landscape of Visual and Sensory Area CNWVS020 Kinmel Manor environs, Mosaic Rolling Lowland, which lies within NLCA 9 Rhos Hills. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.20.2.15 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

- 26.20.2.16 An impact will potentially arise during construction works at this viewpoint. This will be caused by visibility of the installation of the Mona Onshore Cable Corridor and associated equipment/activities and traffic movements (described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.17 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction phase.

Sensitivity of the receptor

- 26.20.2.18 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.
- 26.20.2.19 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.20.2.20 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction is deemed to be low and the sensitivity of the receptors are medium to low. The effects will be **minor adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

- 26.20.2.21 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static components and maintenance operations (as described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.22 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.20.2.23 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low**.

Significance of the effect

- 26.20.2.24 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is low. The effect will be **negligible adverse**, which is not significant.
- 26.20.2.25 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 3 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction

26.20.2.26 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people at this viewpoint, as it falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the installation of the Mona Onshore Cable Corridor and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.20.2.27 This is a partly restricted view from Roman Road/B5381 at Glascoed Road junction opposite Bodelyyddan Park entrance looking west (away from Mona Onshore Substation Options 2 and 7) along the northern boundary of section 6 of the Mona Onshore Cable Corridor. The view encompasses the wooded landscape of Visual and Sensory Area DNBGHVS037 Limestone Valley-Cefn, which lies within NLCA 9 Rhos Hills. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.20.2.28 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

26.20.2.29 An impact will potentially arise during construction at this viewpoint. This will be caused by visibility of the installation of the Mona Onshore Cable Corridor and associated equipment/activities and traffic movements (described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.30 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction and decommissioning phases.

Sensitivity of the receptor

26.20.2.31 The views/visual amenity of people at this viewpoint is deemed to be of low value and low susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

26.20.2.32 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low and the sensitivity of

the receptor is also low. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.20.2.33 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static components and maintenance operations (as described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.34 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.20.2.35 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium to low**.

Significance of the effect

26.20.2.36 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is low. The effect will be **negligible adverse**, which is not significant.

26.20.2.37 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 4.4 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction

26.20.2.38 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people at this viewpoint, as it lies within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the Mona Onshore Cable Corridor installation and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.20.2.39 This is a partially restricted view from Roman Road/B5381 at Glascoed Road junction (at the north boundary of section 6 of the Mona Onshore Cable Corridor) looking Northwest towards opposite Bodelyyddan Park and the cable corridor access point. The view encompasses the wooded landscape of Visual and Sensory Area

DNBGHVS037 Limestone Valley-Cefn, which lies within NLCA 9 Rhos Hills. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.20.2.40 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

26.20.2.41 An impact will potentially arise during installation of the Mona Onshore Cable Corridor at this viewpoint and associated equipment/activities and traffic movements (described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.42 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction phase.

Sensitivity of the receptor

26.20.2.43 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.

26.20.2.44 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

26.20.2.45 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction and decommissioning is deemed to be low and the sensitivity of the receptors is medium to low. The temporary effects will be **minor adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.20.2.46 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static project components and maintenance operations (as described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.47 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity

directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.20.2.48 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **low**.

Significance of the effect

26.20.2.49 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is low. The effect will be **negligible adverse**, which is not significant.

26.20.2.50 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 4.5 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction

26.20.2.51 Visual impacts will potentially be experienced during the construction, and operations and maintenance phase by people at this viewpoint, as it lies within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the installation of the Mona Onshore Cable Corridor and maintenance operations described in Table 26.14 to Table 26.17 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

26.20.2.52 This is a reciprocal view to the Mona Onshore Cable Corridor representative viewpoint 4.3 above from opposite Bodelwyddan Park entrance at Glascoed Road junction looking west towards Mona Onshore Cable Corridor section 9 (not in view) and Mona Onshore Substation Options 2 and 7. The view encompasses the wooded landscape of Visual and Sensory Area DNBGHVS037 Limestone Valley-Cefn, which lies within NLCA 9 Rhos Hills. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

26.20.2.53 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

- 26.20.2.54 An impact will potentially arise during the installation of the cable route at this viewpoint, and associated equipment/activities and traffic movements (described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.55 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction phase.

Sensitivity of the receptor

- 26.20.2.56 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.
- 26.20.2.57 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.20.2.58 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction is deemed to be low and the sensitivity of the receptor is medium to low. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.20.2.59 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static project components and maintenance operations (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.60 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.20.2.61 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium to low**.

Significance of the effect

- 26.20.2.62 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this

viewpoint is deemed to be negligible. The sensitivity of the receptor is medium to low. The effects will be **negligible adverse**, which are not significant.

- 26.20.2.63 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 4.6 (section 8 of cable route) – Cefn Lane at Ty'n-y-coed access road junction

- 26.20.2.64 Visual impacts will potentially be experienced during the construction, and operations and maintenance phases by people at this viewpoint, as it lies within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the installation of the cable route corridor and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.20.2.65 This is a partly restricted view from Cefn Lane at the junction with Ty'n-y-coed access road to looking west along section 8 of the Mona Onshore Cable Corridor towards Mona Onshore Substation option 2. The view encompasses the wooded landscape of Visual and Sensory Area DNBGHVS033 Cefn Estate Mosaic Rolling Lowland, which lies within NLCA 11 Dyffryn Clwyd/Vale of Clwyd. Representative of views available to people at/using the PROW at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.20.2.66 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

- 26.20.2.67 An impact will potentially arise during construction at this viewpoint. This will be caused by visibility of the installation of the Mona Onshore Cable Corridor, and associated equipment/activities and traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.68 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **low** during the construction phase.

Sensitivity of the receptor

- 26.20.2.69 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.
- 26.20.2.70 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

- 26.20.2.71 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction is deemed to be low and the sensitivity of the receptor is medium to low. The temporary effect will be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

- 26.20.2.72 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static project components and maintenance operations (as described in Table 26.14 above) which have the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.73 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

- 26.20.2.74 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium to low**.

Significance of the effect

- 26.20.2.75 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is medium to low. The effect will be **negligible adverse**, which is not significant.
- 26.20.2.76 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

Assessment of effects experienced by people at representative viewpoint 4.7 (section 1 of cable route) – Abergele Road/A547 (Section 1 of cable route near offshore cable landfall)

- 26.20.2.77 Visual impacts will potentially be experienced during the construction, and, operations and maintenance, and decommissioning phases by people at this viewpoint, as it falls within the Mona Proposed Onshore Development Area SLVIA study area. These impacts would be caused by visibility of the construction of the Mona Onshore Cable Corridor and maintenance operations described in Table 26.14 which will potentially affect the views/visual amenity of people at this location.

Summary of visual baseline

- 26.20.2.78 This is a view from Abergele Road/A547 looking south along the Mona Onshore Cable Corridor (Mona Onshore Substation options 2 and 7) and across the proposed temporary construction compound adjacent to the A547. The wooded north-facing slopes of Cefn Yr Ogof (204m AOD) and Bryn Castell Gwrych (183m AOD), situated within Conwy SLA 2 Rhyd Y Foel to Abergele, form the backdrop to the view. The view encompasses the sloping, wooded landscape of Visual and Sensory Area CNWVS070 Abergele coastal plain (which lies within NLCA 8 Colwyn and North Coastline) and the west part of Gwrych Castle Historic Park and Garden. Representative of views available to people at/using the road at this location. Described further in volume 8, annex 26.3: Visual baseline technical report of the PEIR.

Description of visual change

- 26.20.2.79 The preliminary assessment provided below based on the description of the Mona Proposed Onshore Development Area set out in Table 26.14.

Construction phase

Magnitude of impact

- 26.20.2.80 An impact will potentially arise during construction at this viewpoint. This will be caused by visibility of the installation of the cable route corridor and associated equipment/activities and traffic movements (described in Table 26.14) which has the potential to affect peoples' appreciation of the surrounding landscape.
- 26.20.2.81 The impact is predicted to be of local spatial extent, short-term duration, continuous (increasing during construction, decreasing during decommissioning) and high reversibility. It is predicted that the impact will affect receptors directly. The magnitude of visual impact is therefore considered to be **high** during the construction phase.

Sensitivity of the receptor

- 26.20.2.82 Equestrians, cyclists and walkers using the road network, are considered to have a medium susceptibility to the changes in low value views. The sensitivity of these receptors is **medium**.
- 26.20.2.83 People in vehicles at this viewpoint are considered to have a low susceptibility to the changes in low value views. The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the effect

26.20.2.84 Overall, the magnitude of the visual impact experienced by people at this viewpoint during construction is deemed to be high and the sensitivity of the receptor is medium to low. The temporary effects will be **minor to moderate adverse**, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.20.2.85 A visual impact will potentially arise at this viewpoint due to the operations and maintenance of the Mona Proposed Onshore Development Area. The impact will result from visibility of both static project components and maintenance operations (as described in Table 26.14) which have the potential to affect peoples' appreciation of the surrounding landscape.

26.20.2.86 The impact is predicted to be of local spatial extent, long-term duration, continuous and high reversibility. It is predicted that the impact will affect views/visual amenity directly. The magnitude of impact is therefore considered to be **negligible** during the operations and maintenance phase.

Sensitivity of the receptor

26.20.2.87 The sensitivity of the views/visual amenity at this viewpoint is as set out above for the construction and decommissioning phases, namely **medium to low**.

Significance of the effect

26.20.2.88 Overall, the magnitude of visual impact caused by the Mona Proposed Onshore Development Area during operations and maintenance, experienced by people at this viewpoint is deemed to be negligible. The sensitivity of the receptor is low. The effect will be **negligible adverse**, which is not significant.

26.20.2.89 Regarding landscape mitigation, ground modelling and new planting forms part of the proposed development. Any hedgerows that are removed due to open-cut construction techniques will be replanted along the original alignment, with shall rooting shrub species. Hedgerow trees will be replanted as close to their original locations as possible. As the new planting becomes established the character of the landscape Aspect Areas will return to their previous state.

26.20.3 Future monitoring

26.20.3.1 Table 26.27 outlines the proposed monitoring commitments for landscape and visual resources.

Table 26.27: Monitoring Commitments.

Environmental effect	Monitoring commitment	Means of implementation
Establishment of the proposed landscape mitigation, including the planting.	The new planting will be inspected for five years and any defects made good by the landscape contractor. HELMP will be a requirement of the DCO. This is a live document that will be reviewed annually and updated in the event of unforeseen occurrences, such as storm damage, or disease.	The landscape contract will specify a five-year defects liability period. The HELMP will be reviewed annually and updated when required

26.21 Mona Proposed Onshore Development Area cumulative effects assessment

26.21.1 Scope of onshore cumulative assessment

26.21.1.1 This section details the potential cumulative landscape and visual effects of the Mona Offshore Wind Project focusing on the Mona Onshore Substation (Options 2 and 7 – see Figure 26.1) and the Mona Onshore Cable Corridor. The Scoping Opinion considered that the assessment of the effects of the operations and maintenance and the decommissioning of the Mona Onshore Cable Corridor could be scoped out. There will be effects on landscape and visual resources and receptors during the initial years of the operations and maintenance phase and these are assessed in the CEA below. The combined effects of the Mona Proposed Onshore Development Area will be assessed in combination with:

- Existing, operational onshore and offshore wind farms (and where relevant, associated substations) within 35km of the Mona Onshore Substation options
- Permitted and proposed major onshore developments within 10km of the Mona Onshore Substation options
- Permitted and proposed major onshore developments within 1km of the Mona Proposed Onshore Development Area.

26.21.1.2 The SLVIA study areas for the cumulative assessment are detailed below and the information is summarised in Table 26.33.

Cumulative effects assessment - baseline projects

Onshore wind farms

26.21.1.3 Within 35km of the Mona Onshore Substation options, there are seven operational onshore wind farms in North Wales consisting of:

- Bodtegir (one wind turbine, 100m to tip): approximately 25km from Mona Onshore Substation option 2 and 25.5km from Mona Onshore Substation option

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- Brenig Wind Farm (16 wind turbines, 110m to tip) approximately 7km from Mona Onshore Substation option 2 and 6.8km from Mona Onshore Substation option 7
- Clocaenog Forest Wind Farm (27 wind turbines, 145m to tip) approximately 19km from Mona Onshore Substation option 2 and 19.5km from Mona Onshore Substation option 7
- Hafoty Ucha '2' and '3' Wind Turbine (four wind turbines, 60 - 86m to tip) approximately 28.5km from Mona Onshore Substation option 2 and 29km from Mona Onshore Substation option 7
- Moel Maelogen A (three wind turbines) and Phase 2 (nine wind turbines, 76m to tip) approximately 20km from Mona Onshore Substation option 2 and 21.4km from Mona Onshore Substation option 7
- Tir Mostyn And Foel Goch Wind Farm (25 wind turbines, 75m to tip) approximately 14km from Mona Onshore Substation option 2 and 14.4km from Mona Onshore Substation option 7
- Wern Ddu (four wind turbines, 90m to tip) approximately 24km from Mona Onshore Substation options 2 and 7.

Offshore wind farms

26.21.1.4 There are five offshore operational wind farms whose study areas overlap with the 35km Mona Proposed Onshore Development Area SLVIA CEA study area and they comprise:

- Burbo Bank (25 wind turbines, 138m to tip) approximately 31.8km from Mona Onshore Substation option 2 and 30.7km from Mona Onshore Substation option 7
- Burbo Bank Extension (32 wind turbines, 187m to tip) approximately 26.8km from Mona Onshore Substation option 2 and 26km from Mona Onshore Substation option 7
- Gwynt y Môr (160 wind turbines, 138m to tip) approximately 21km from Mona Onshore Substation option 2 and 21.7km from Mona Onshore Substation option 7
- North Hoyle (30 wind turbines, 107m to tip) approximately 17km from Mona Onshore Substation options 2 and 7
- Rhyl Flats (25 wind turbines, 138 to tip) approximately 16km from Mona Onshore Substation options 2 and 7.

26.21.1.5 The operational onshore and offshore wind farms scoped into the CEA, are shown on Figure 26.26. The SLVIA study areas for the individual wind farms have been calculated using the known heights of the wind turbines of each offshore wind farm and the table at paragraph 48 of Visual Representation of Wind Farms: Version 2.2 (SNH, 2017).

Other major onshore development projects

26.21.1.6 Within 10km of the proposed Mona Onshore Substation options, there are several existing energy infrastructure related developments: the National Grid substation at

Bodelwyddan and, the offshore wind energy substations for Burbo Bank and Gwynt y Môr, located close to the National Grid substation and similar in nature to the proposed Mona Onshore Substation (Figure 26.28). The operational substations are listed in Table 26.28. There is the potential for additional, cumulative effects, that are incremental/in-filling in nature, over and above the impact of the Mona Onshore Substation on their own, as both existing substations lie within the same LANDMAP visual and sensory aspect Area (DNBGHVS033 Cefn Estate Mosaic Rolling Lowland) as the two Mona Onshore Substation option locations.

26.21.1.7 Within 1km of the Mona Proposed Onshore Development Area there are several proposed major developments including the onshore infrastructure of Awel y Môr Offshore Windfarm. The projects to be considered within the CEA are set out in Table 26.28.

26.21.1.8 National Grid Electricity Transmission (NGET) are proposing to undertake upgrades to their Bodelwyddan substation; to facilitate the connection of multiple projects (e.g. Awel y Môr Offshore Wind Farm). The upgrades will comprise works to the existing substation, an extension to the substation and associated works and infrastructure (e.g. new overhead gantries).

26.21.1.9 It is understood that works to the existing substation will be undertaken via NGET's permitted development rights. The proposed extension to Bodelwyddan substation will require planning consent. At the time of writing, an application had not been submitted to Denbighshire County Council, but the anticipated timeframe is early 2024. Given that an application has not been submitted, the potential cumulative impacts of the Bodelwyddan upgrade have not been assessed within the PEIR. This will be re-visited in the application for consent for the Mona Offshore Wind Project should further information become available.

Other major offshore development projects

26.21.1.10 No existing offshore infrastructure is judged to have the potential for additional, cumulative impacts and so is not considered in the part of the Mona Proposed Onshore Development Area CEA.

Cumulative effects assessment - proposed projects

26.21.1.11 As part of the assessment, major development projects and plans considered alongside the Mona Proposed Onshore Development Area have been identified within 10km of the Mona Onshore Substation. These include development either under construction, permitted applications, or those in the planning process; these therefore fall under the category of Tier 1 developments. The exception to this is the inclusion of the Awel y Môr Offshore Windfarm array, which lies outside the 10km study area, but which itself has a 50km study area, and so the SLVIA study areas overlap.

26.21.1.12 No relevant Tier 2 or Tier 3 developments have been identified within the SLVIA CEA study area, for the purpose of this PEIR assessment.

26.21.1.13 The specific permitted and proposed projects scoped into the CEA, are outlined in Table 26.28.

Table 26.28: List of other projects, plans and activities considered within the Mona Proposed Onshore Development Area cumulative effects assessment.

major Infrastructure project	Status	Distance from Mona Proposed Onshore Development Area (km)	Distance from the Mona Onshore Substation (km)		Description of project/plan	Dates of construction (if applicable)	Dates of operation (if applicable)	Overlap with the Mona Offshore Wind Project
			Option 2	Option 7				
Burbo Bank	Operational	N/A	31.8	30.7	25 wind turbines, 138m to tip	N/A		
Burbo Bank Extension	Operational	N/A	26.8	26	32 wind turbines, 187m to tip	N/A		
Gwynt y Môr	Operational	N/A	21	21.7	160 wind turbines, 138m to tip	N/A		
North Hoyle	Operational	N/A	17.4	17.2	30 wind turbines, 107m to tip	N/A		
Rhyl Flats	Operational	N/A	16	16.2	25 wind turbines, 138 to tip.	N/A		
Brenig Wind Farm	Operational	N/A	15.0	15.5	Onshore wind farm, Capacity (Mwe): 37.6, Number of Wind Turbines: 16, Height of Wind Turbines (m): 110	N/A		
Clocaenog Forest Wind Farm	Operational	N/A	19.2	19.5	Onshore wind farm, Capacity (Mwe): 96, Number of Wind Turbines: 32, Height of Wind Turbines (m): 145	N/A		
Hafoty Ucha '2' and '3' Wind Turbine	Operational	N/A	28.5	29.1	Onshore wind farm, Capacity (Mwe): 3.2, Number of Wind Turbines: 4 , Height of Wind Turbines (m): ranging between 60 - 86	N/A		
Moel Maelogen A	Operational	N/A	20.2	21.5	Onshore wind farm, Capacity (Mwe): 2.6, Number of Wind Turbines: 3, Height of Wind Turbines (m): approximately 85	N/A		
Tir Mostyn And Foel Goch Wind Farm	Operational	N/A	14.1	14.5	Onshore wind farm , Capacity (Mwe): 21.3, Number of Wind Turbines: 25, Height of Wind Turbines (m): Height unknown	N/A		
Trysglwyn Wind Farm	Operational	N/A	59.4	60.8	Onshore wind farm , Capacity (Mwe): 5.6, Number of Wind Turbines: 14, Height of Wind Turbines (m): circa 35	N/A		
Wern Ddu Wind Farm	Operational	N/A	24.7	24.7	Onshore wind farm, Capacity (Mwe): 9.2, Number of Wind Turbines: 4, Height of Wind Turbines (m): circa 92.5	N/A		
Burbo Bank substation	Operational	N/A	0.556	0.657	Operational substation	N/A		Within same LANDMAP visual and sensory area as both Option 2 and Option 7 substations.
Gwynt y Môr substation	Operational	N/A	0.487	1.02	Operational substation	N/A		Within same LANDMAP visual and sensory area as both Option 2 and Option 7 substations.
Awel y Môr Offshore Wind Farm (offshore infrastructure)	Application submitted	N/A	26.3	27.1	Offshore wind energy turbine array	Construction to commence in 2026.	Site to be commissioned in 2030.	

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major Infrastructure project	Status	Distance from Mona Proposed Onshore Development Area (km)	Distance from the Mona Onshore Substation (km)		Description of project/plan	Dates of construction (if applicable)	Dates of operation (if applicable)	Overlap with the Mona Offshore Wind Project
			Option 2	Option 7				
Awel y Môr Offshore Wind Farm (onshore infrastructure)	Application submitted.	0.0	0.1	0.7	Onshore transmission assets (cable routes and Mona Onshore Substation).	Construction to commence in 2026.	Site to be commissioned in 2030.	Southern end of cable route connecting through to the Bodelwyddan substation has some overlap with the Mona Proposed Onshore Development Area.
Elwy Solar Energy Farm	Application submitted.	0.8	1.7	1.2	Construction of a solar farm and energy storage hybrid park, together with all associated works, equipment, and necessary infrastructure (62MW)	Construction to commence in 2023.	Site to be commissioned in 2025.	Near St Asaph. Located near substation and cable route
major Development: 40/2021/0309 Trb Drive, St Asaph Business Park, St Asaph	Permitted application	0.8	1.6	1.8	Erection of a 198 bed Registered Care Home (Use Class C2), landscaping, parking facilities and associated works (Resubmission)	Construction to commence in 2024.	Site to be commissioned in 2028.	Near St Asaph. Located near substation and cable route
major Development: 0/42900 Land at Abergele Business Park Abergele Conwy	Permitted application	0.3	9.2	10.3	Erection of 156 dwellings, access works and landscaping	Construction to commence in 2023.	Site to be commissioned in 2024.	Site comprises area of land near cable route.

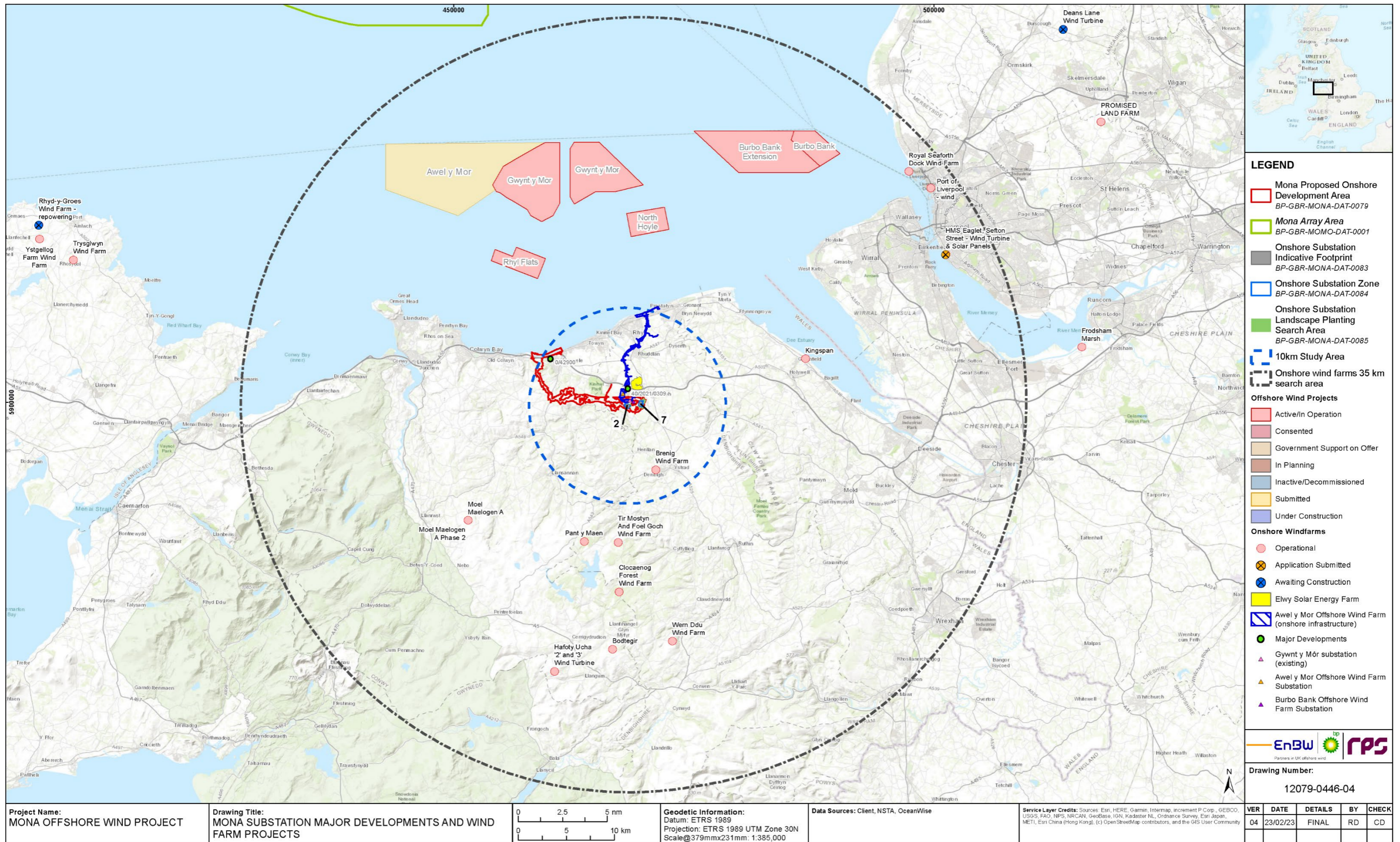


Figure 26.26: Mona Proposed Onshore Development Area and existing and proposed major projects, offshore wind farms and onshore windfarms within 35km.

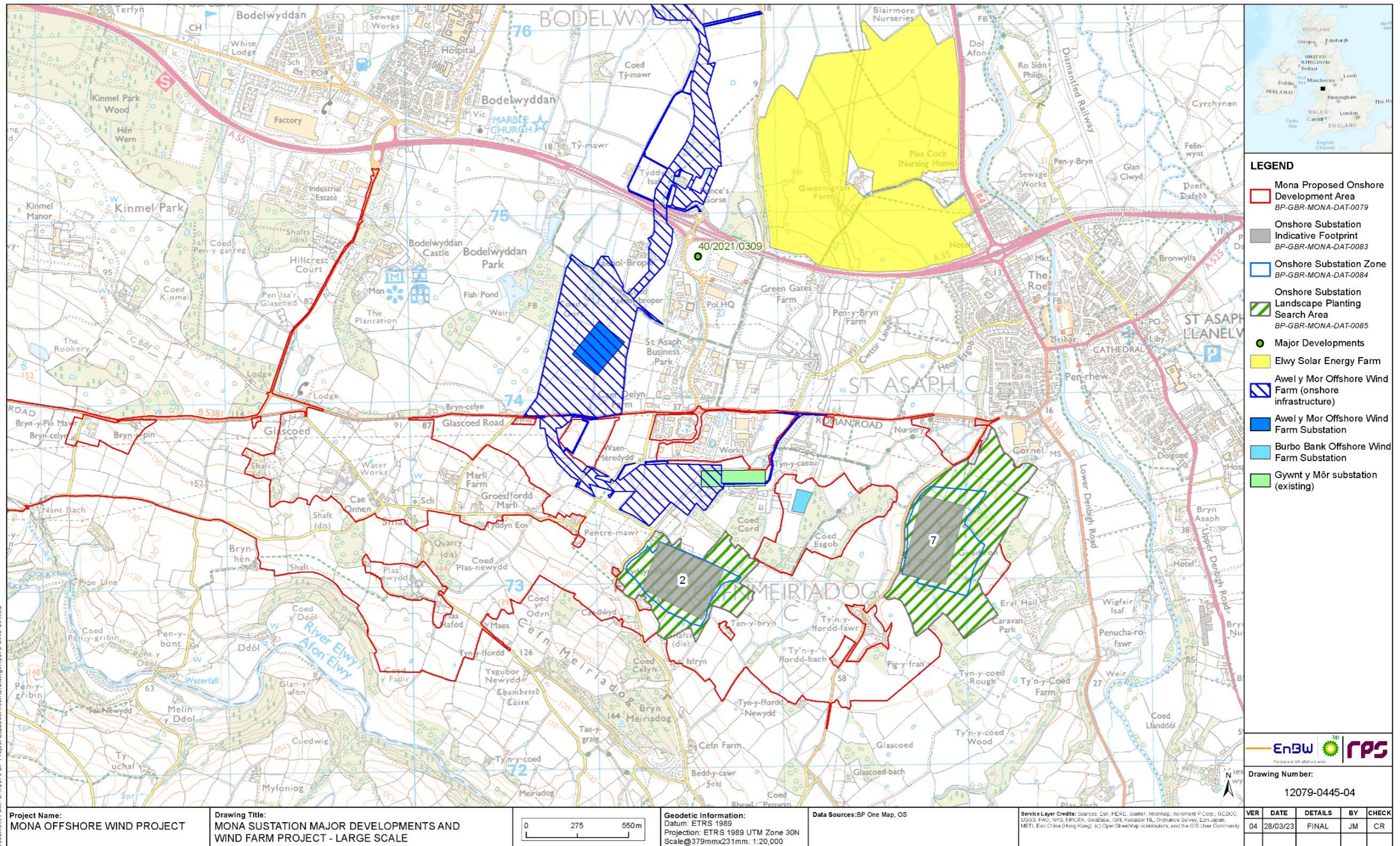


Figure 26.27: Mona Proposed Onshore Development Area and existing and proposed major projects (large-scale).

26.22 Types of cumulative landscape effects

- 26.22.1.1 GLVIA3 identifies the likely potential cumulative landscape effects as including:
- Effects on the fabric of the landscape as a result of removal of, or changes in, individual elements or features of the landscape, and/or the introduction of new elements or features in the landscape
 - Effects on the aesthetic aspects of the landscape (e.g. scale, sense of enclosure, sense of naturalness, remoteness or tranquillity)
 - Effects on the overall character of the landscape, resulting from the above, leading to modification of key characteristics and possible creation of new landscape character.
- 26.22.1.2 A description of those landscape and visual effects that have the potential to be significant in terms of cumulative effects upon, landscape and visual resources receptors arising from each identified impact is given below.

26.23 Types of cumulative visual effects

- 26.23.1.1 GLVIA3 sets out the types of cumulative visual effects in Table 7.1. These are:
- Combined – where the observer is able to see two or more developments from one viewpoint. The subsets of combined visual effects are:
 - In combination, where two or more developments are or would be within the observer's arc of vision at the same time, without turning their head
 - In succession, where the observer has to turn their head to see the various developments, both existing and proposed.
 - Sequential - where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may occur along routes or roads and/or public rights of way. The subsets of sequential effects are:
 - Frequently sequential, where the features appear regularly and with short time lapses between instances (dependant on speed and distance)
 - Occasionally sequential, where longer time lapses between appearances occur, due to speed of the observer and/or longer distances between viewpoints.

26.24 Maximum Design Scenario

- 26.24.1.1 The MDSs identified in Table 26.29 below, have been selected as those having the potential to result in the greatest effect on an identified receptor or receptor group. The cumulative effects presented and assessed in this section have been selected from the Project Design Envelope provided in volume 1, chapter 3: Project description, of the PEIR as well as the information available on other projects and plans, in order to inform a 'maximum design scenario'. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the Project Design Envelope (e.g. different wind turbine layout), to that assessed here, be taken forward in the final design scheme.

- 26.24.1.2 For the purposes of this onshore cumulative assessment, the Mona Offshore Wind Farm comprises the following key components:

- Mona Onshore Substation (upstanding)
- Mona Onshore Cable Corridor (underground)
- Mona 400kV Grid Connection Cable Corridor (underground)
- Construction compounds.

- 26.24.1.3 The Mona Onshore Substation dimensions are summarised below:

- Maximum footprint of the Mona Onshore Substation is 125,000m² and will be located within the Mona Onshore Substation zone
- Up to four buildings with an indicative footprint of 105,000m² within the 125,000m²
- Maximum dimensions of the main building are 20m high, 140m long and 80m wide.

- 26.24.1.4 For the PEIR two alternative locations for the Mona Onshore Substation have been considered – Option 2 and Option 7 (shown on Figure 26.28). Given their proximity to each other, and that both options are located within the same LANDMAP Aspect Areas (Figure 26.28), effects upon potential cumulative landscape character area considered to be comparable. However, to inform the cumulative visual assessment, ZTVs have been generated using the maximum height at both locations (Figure 26.31 and Figure 26.32).

26.25 Landscape mitigation

- 26.25.1.1 The two alternative substation options are shown on Figure 26.28 together with wider 'landscaping planting areas of search' in which the mitigation measures proposed in Table 26.26 could be implemented. These measures will be incorporated into a Hydrological, Ecological and Landscape Management Plan that will be submitted with the application for Development Consent.

- 26.25.1.2 At winter Year 1 (the first planting season after the construction of the built elements of the Mona Proposed Onshore Development Area not all the mitigation measures proposed in Table 26.26 will have had time to mitigate the impact of the Mona Onshore Substation. However, any advance planting, away from the main construction zone but within the application site boundaries (e.g. the strengthening and enhancing of field boundaries) could take place before construction is complete and would have had some time to establish by Year 1. These are matters that will be agreed through a landscape environmental working group (Landscape EWG) and set out in an outline HELMP to accompany the Environmental Statement. Any earth-modelling, closer to the Mona Onshore Substation will have an immediate impact in softening the impact of any built structures. By Year 15 the planting undertaken after the Mona Onshore Substation and any ancillary structures (e.g. access roads) are complete will have had time to establish and the impact of such structures will be reduced further, due to the softening effect of the planting.

Table 26.29: Maximum design scenario considered for the assessment of potential cumulative effects on landscape and visual resources.

a C=construction, O=operations and maintenance, D=decommissioning

Potential cumulative effect	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
Landscape Character					
Effects on the fabric of the landscape as a result of removal of, or changes in, individual elements or features of the landscape, and/or the introduction of new elements or features in the landscape	✓	✓	✓	Maximum design scenario as described for the Mona Proposed Onshore Development Area assessed cumulatively with the following other projects/plans: Existing projects <ul style="list-style-type: none"> Burbo Bank onshore substation Gywnt y Môr onshore substation Tier 1 Projects <ul style="list-style-type: none"> Awel y Môr Offshore Wind Farm (onshore infrastructure) Elwy Solar Energy Farm major Development: 40/2021/0309 	Cumulative projects together with the Mona Proposed Onshore Development Area may lead to additional direct changes to the fabric of the immediate local landscape.
Effects on the aesthetic aspects of the landscape (e.g. scale, sense of enclosure, sense of naturalness, remoteness or tranquillity)	✓	✓	✓	Maximum design scenario as described for the Mona Proposed Onshore Development Area assessed cumulatively with the following other projects/plans: Existing projects <ul style="list-style-type: none"> Burbo Bank onshore substation Gywnt y Môr onshore substation North Wales cluster of offshore wind farms Tier 1 projects <ul style="list-style-type: none"> Awel y Môr Offshore Windfarm (offshore generation assets/infrastructure) Awel y Môr Offshore Wind Farm (onshore transmission assets/infrastructure) Elwy Solar Energy Farm major Development: 40/2021/0309 	Cumulative projects together with the Mona Proposed Onshore Development Area may lead to additional direct and indirect changes on the aesthetic aspects of the landscape.
Effects on the overall character of the landscape, resulting from the above, leading to modification of key characteristics and possible creation of new landscape character	✓	✓	✓	Maximum design scenario as described for the Mona Proposed Onshore Development Area assessed cumulatively with the following other projects/plans: Existing Projects <ul style="list-style-type: none"> Burbo Bank onshore substation Gywnt y Môr onshore substation Tier 1 projects <ul style="list-style-type: none"> Awel y Môr Offshore Wind Farm (onshore infrastructure) Elwy Solar Energy Farm major Development: 40/2021/0309 	Cumulative projects together with the Mona Proposed Onshore Development Area may lead to additional direct and indirect changes on overall character of the landscape (LANDMAP Aspect Areas).

Potential cumulative effect	Phase ^a			Maximum Design Scenario	Justification
	C	O	D		
Visual Amenity					
Static and dynamic visual receptors	✓	✓	✓	Maximum design scenario as described for the Mona Proposed Onshore Development Area assessed cumulatively with the following other projects/plans: <ul style="list-style-type: none"> Existing Projects – all those listed in Table 26.28 major Onshore Developments - all those listed in Table 26.28. 	<ul style="list-style-type: none"> Potential impacts on users of nearby (1km) public rights of way and cyclists using local roads may increase when considering cumulative projects together with the Mona Proposed Onshore Development Area and the other schemes. Potential impacts on sensitive users of the Wales Coast Path, Offa's Dyke Path National Trail and visitors to the Clwydian Range and Dee Valley AONB may increase when cumulative projects are considered together with the Mona Proposed Onshore Development Area .

26.26 Onshore cumulative effects assessment

- 26.26.1.1 The cumulative impact will be caused by both static and moving elements of the development components of the cumulative projects, in combination with those of the Mona Proposed Onshore Development Area (including the alternative Mona Onshore Substation locations). Together these will potentially affect the characteristics and perceptions of the landscape and visual resource of the SLVIA study area.
- 26.26.1.2 A description of the significance of cumulative effects of the Mona Proposed Onshore Development Area (including the alternative Mona Onshore Substation locations) upon landscape and visual resources receptors arising from each identified impact is given below.
- 26.26.1.3 For a cumulative effect to occur, an additional effect must arise over and above the likely effect of implementing the Mona Proposed Onshore Development Area on their own, measured against baseline conditions.
- 26.26.1.4 The assessment of cumulative landscape and visual effects is presented in two stages as follows:
- Effects resulting from the Mona Proposed Onshore Development Area in conjunction with existing developments of a similar nature as listed in Table 26.28
 - Effects arising from Mona Proposed Onshore Development Area in conjunction with proposed/permitted major onshore developments as listed in Table 26.28 (Tier 1 projects).

26.26.2 Cumulative effects with existing developments

- 26.26.2.1 The SLVIA of the Mona Proposed Onshore Development Area (including the alternative onshore substation locations) presented earlier in this chapter considered the likely effects on landscape and visual resources against the baseline conditions current at the time of writing (January 2023). The baseline included existing major development in the SLVIA study area, both offshore and onshore, including operational wind farms (see Figure 26.26). The SLVIA findings and conclusions thus had regard to these major development factors and the influence they exert on existing landscape character and on views and visual amenity. This section provides a brief review of this, considering GLVIA3 guidance on CEA, in particular the following recommendations:
- The cumulative effect of ‘filling’ an area with either the same or a different type of development, which may substantially alter the landscape resource, views, or visual amenity
 - The potential for incremental cumulative effects resulting from successive individual developments such that the combined landscape or visual effect is significant even though the individual effects may not be (GLVIA3, paragraph 7.17).

Cumulative effects on the fabric of the landscape- elements and features

- 26.26.2.2 Effects on the fabric of the landscape could be resulting from removal of, or changes in, individual elements or features of the landscape, and/or the introduction of new

elements or features in the landscape. No nationally designated landscapes will be directly affected, so the Clwydian Range and Dee Valley is not assessed in the following paragraphs. The Rhyd y Foel to Abergele SLA is directly affected by the Mona Onshore Cable Corridor and so is assessed below. The LANDMAP Visual and Sensory Aspect Areas are the most relevant LANDMAP layers in relation to this cumulative effect and so area those Aspect Areas that the Mona Proposed Onshore Development Area pass through are also directly affected and so are assessed below.

- 26.26.2.3 The construction of the Mona Onshore Cable Corridor and Mona 400kV Grid Connection Corridor will see a period of disturbance due to construction compounds, increased traffic, spoil heaps and the plant. Similar impacts would be experienced during the construction of proposed Mona Onshore Substation (either Option 2 or 7).
- 26.26.2.4 During the operations and maintenance phase the Mona Offshore Wind Project onshore cable would be buried and therefore indistinguishable once the mitigation measures have been implemented and have established. The Mona Onshore Substation (whether Option 2 or 7) will remain distinct from the operational, existing Gwynt y Môr and Burbo Bank substations.
- 26.26.2.5 At decommissioning the cable will be left underground and the impacts on the fabric of the landscape will be negligible. The decommissioning impact of the substation will be similar in scale to the construction of the substation.

Locally designated landscapes

- 26.26.2.6 The Mona Onshore Cable Corridor passes through the Rhyd y Foel to Abergele SLA and will directly affect the fabric of that landscape during the construction phase. Thereafter the landscape fabric will be reinstated as close to its original position as it can be. Neither of the Mona Onshore Substation options are located within the SLA. The additional, cumulative impact during construction is low and thereafter is negligible.
- 26.26.2.7 It is judged that the potential for filling or incremental cumulative effects to arise on the fabric of landscape of the SLA would be **negligible to minor adverse**, which are not significant.
- 26.26.2.8 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

LANDMAP Visual and Sensory Aspect Areas

- 26.26.2.9 The LANDMAP Visual and Sensory Aspect Area layer is the most appropriate to use for this area of CEA. During the construction phase the impacts would be medium on those Aspect Areas directly affected. During the operations and maintenance phase and the decommissioning phase it would remain at medium for those Aspect Areas directly affected. The filling or incremental cumulative effects on the fabric of the landscape would be **moderate to minor adverse**, which are not significant.
- 26.26.2.1 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative effects on the aesthetic aspects of the landscape resources

- 26.26.2.2 The aesthetic aspects of a landscape resources are expressed in their overall character, their distinctive characteristics and qualities, and the value attached to them by people/society. Regarding aesthetic aspects, GLVIA3 states: *‘Character is not just about the physical elements and features that make up a landscape, but also embraces the aesthetic, perceptual and experiential aspects of the landscape that make different places distinctive.’* (GLVIA3, paragraph 2.19).
- 26.26.2.3 And in defining them GLVIA3 states: *‘...the aesthetic aspects of the landscape – for example its scale, sense of enclosure, diversity, pattern and colour, and/or on its perceptual or experiential attributes, such as a sense of naturalness, remoteness or tranquillity.’* (GLVIA3, paragraph 7.25).
- 26.26.2.4 GLVIA3 adds regarding the assessment of landscape value: *‘Scenic quality may also be relevant and will need to reflect factors such as sense of place and aesthetic and perceptual qualities.’* (GLVIA3, paragraph 5.29).
- 26.26.2.5 The potential effect of the Mona Proposed Onshore Development Area (including the Mona Onshore Substation) together with existing infrastructure projects to have an incremental/infilling cumulative effect on the aesthetic aspects of landscape (as defined in GLVIA3 and summarised above) is assessed below.

Nationally designated landscapes

- 26.26.2.6 National landscape designations represent the most sensitive landscape resources and thus the highest value and most susceptible aesthetic aspects in the SLVIA study. By implication, the aesthetic aspects of other landscape resources in the SLVIA study area are of a lower sensitivity. The SLVIA assessed the characteristics and special qualities of national landscape designations in the SLVIA onshore study area, that is the Clwydian Range and Dee Valley AONB, and concluded that no significant effects would arise on them due to the Mona Proposed Onshore Development Area (including the Mona Onshore Substation). The cumulative impacts are low at construction and negligible thereafter. The filling or incremental cumulative effects on the aesthetic aspects of the non-designated national landscape character areas would be **moderate adverse** at construction and **minor adverse** thereafter, none of which are significant.
- 26.26.2.7 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Locally designated landscapes

- 26.26.2.8 The cumulative effects of the Mona Proposed Onshore Development Area would have a direct impact of the Rhyd y Foel to Abergele SLA and an indirect effect on the Elwy and Aled Valley SLA. The impacts would be low to negligible during construction and negligible thereafter, on these medium sensitivity receptors. The filling or incremental cumulative effects would be **negligible to minor adverse** temporary during construction and **negligible adverse** during the operations and maintenance phase and decommissioning phase. None of the effects are significant.

- 26.26.2.9 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

LANDMAP Visual and Sensory Aspect Areas

- 26.26.2.10 The LANDMAP Visual and Sensory Aspect Area layer is the most appropriate to use for this area of CEA. It is considered that the impacts on these aspects of the LANDMAP Aspect Areas will be low, throughout the construction, operations and maintenance and decommissioning phases of the project. The filling or incremental cumulative effects would be **minor adverse**, which are not significant.
- 26.26.2.11 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative effects on the overall character of the landscape

- 26.26.2.12 This section concerns the effects on the overall character of the landscape, resulting from the proposals and whether the anticipated additional, cumulative change would lead to modification or domination of key characteristics or possible creation of a new landscape character type.
- 26.26.2.13 The impacts on the overall landscape character of the identified receptors would be as described in the sections above
- 26.26.2.14 Due to the nature of the environs around the Mona Proposed Onshore Development Area there is no potential for the character of the immediate landscape to be significantly and adversely affected by the presence of the existing onshore or offshore turbines due to the closest existing wind farm being located over 13km away from the Mona Proposed Onshore Development Area (Figure 26.26). No significant, additional, cumulative filling/incremental effects on landscape character will arise from the Mona Proposed Onshore Development Area and the onshore or offshore operational wind farms due to distance.

Nationally designated landscapes

- 26.26.2.15 The Clwydian Range and Dee Valley AONB is sufficiently distant from the Mona Proposed Onshore Development Area and the existing onshore energy infrastructure, for the addition of the Mona Proposed Onshore Development Area to have a low impact during construction and a negligible impact thereafter. the filling or incremental cumulative effects would be **moderate adverse** during the construction phase and **minor adverse**, during the operations and maintenance and decommissioning phases. No effects are significant.
- 26.26.2.16 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Locally designated landscapes

- 26.26.2.17 The Mona Onshore Cable Corridor crosses through the Rhyd y Foel SLA. The impact on the SLA will be low. The indirect impacts on the Elwy and Aled Valleys SLA will be negligible.
- 26.26.2.18 Neither of the Mona Onshore Substation options are located in locally designated landscapes and only one visible Mona Onshore Substation option is visible from a fraction of the Rhyd y Foel to Abergele SLA. As such neither this SLA, nor the Elwy and Aled Valleys SLA are located sufficiently. The impacts during all three phases of the Mona Onshore Substation on the overall character of the SLAs are negligible.
- 26.26.2.19 The filling or incremental cumulative effects on the overall character of the SLAs would be **negligible to minor adverse**, during construction and **negligible adverse** thereafter, which are not significant.
- 26.26.2.20 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

LANDMAP Visual and Sensory Aspect areas

- 26.26.2.21 As identified in Table 26.28, the cumulative effects on landscape character are limited to the Mona Proposed Onshore Development Area in conjunction with the existing Gywnt y Môr and Burbo Bank substations where there is the potential for significant cumulative filling/incremental effects on the character of the landscape as all three substations are located within LANDMAP Visual and Sensory Aspect Area DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Figure 26.28).
- 26.26.2.22 The existing character of the immediate landscape for the Mona Onshore Substation (either Option 2 or 7) is partially characterised by the light industrial use of the St Asaph Business Park and existing energy infrastructure, including the Gywnt y Môr and Burbo Bank substations, overhead power lines and the Bodelwyddan National Grid substation.
- 26.26.2.23 Indirect cumulative effects may also potentially arise on LANDMAP Aspect Areas in the vicinity of the Mona Proposed Onshore Development Area during the construction, operations and maintenance, and decommissioning phases. The cumulative effects will be due to the combined influence on the landscape of the existing Gywnt y Môr and Burbo Bank substations with either the Mona Onshore Cable Corridor and/or Mona Onshore Substation Options 2 or 7. For this cumulative assessment, the Visual and Sensory LANDMAP character areas only have been used to make a judgement as this focuses on the broader landscape character.
- 26.26.2.24 The potential significant cumulative effects will be restricted to the following LANDMAP Visual and Sensory Aspect Areas in which the Mona Proposed Onshore Development Area, would be located (Figure 26.28) details are included in volume 8, annex 26.2: Seascape and landscape character baseline technical report of the PEIR:
- CNWVS052 Llandudno to Kinmel Bay intertidal (evaluation: high)
 - CNWVS062 Llandulas Urban Coast (evaluation: low)
 - CNWVS070 Abergele coastal plain (evaluation: moderate)

- CNWVS020 Kinmel Manor environs, Mosaic Rolling Lowland (evaluation: high)
- CNWVS021 Cefn yr Ogof and environs (evaluation: high)
- CNWVS023 Dulas Lowlands (evaluation: moderate)
- DNBGHVS037 Limestone Valley-Cefn (evaluation: high)
- DNBGHVS014 Area North and East of Bodelwyddan (evaluation: moderate)
- DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (evaluation: moderate).

- 26.26.2.25 As described earlier in this PEIR chapter, the character of these Aspect Areas has change since the original evaluations were made. These character Aspect Areas have been assessed previously in this chapter which concluded that significant effects would arise only in those parts of them either hosting, or adjacent to Mona Proposed Onshore Development Area (section 26.17). The additional, filling or incremental cumulative impacts on these areas will be negligible. The effect is judged to be **minor adverse**, which is not significant.
- 26.26.2.26 The filling or incremental cumulative impact on LANDMAP Aspect Area DNBGHVS033 Cefn Estate Mosaic Rolling Lowland is low. The effect is judged to be **moderate adverse** during construction and **minor adverse** thereafter, which are not significant.
- 26.26.2.27 Following implementation of the mitigation measures outlined in Table 26.26, by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

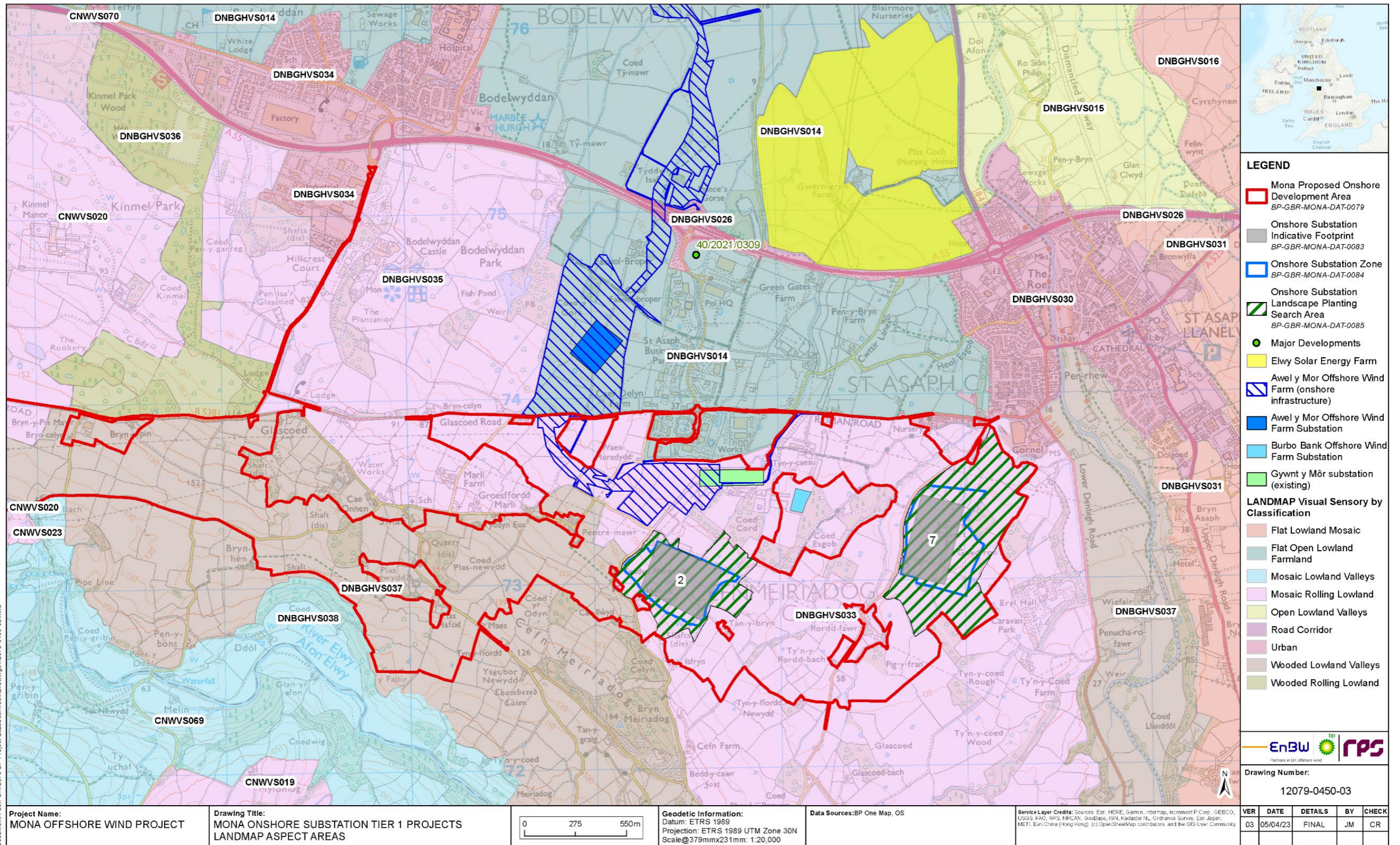


Figure 26.28: Mona Onshore Substation Options 2 and 7 with existing offshore wind energy substations and Tier 1 projects and LANDMAP Visual and sensory Aspect Areas (large-scale).

Cumulative effects on the Clwydian Range and Dee Valley AONB

- 26.26.2.28 Regarding the existing Gywnt y Môr and Burbo Bank substations, these are located outside the Clwydian Range and Dee Valley AONB (Figure 26.29 and Figure 26.30). There would be no direct additional, cumulative effects upon the AONB with the addition of the Mona Proposed Onshore Development Area. However, the AONB is in part characterised by its views and this aspect of the designated landscape has the potential to be affected. The construction work associated with the Mona Onshore Cable Corridor and the Mona Onshore Substation (both Options 2 and 7) will be visible from key viewpoints within the AONB, albeit at distances of over 6km. Construction of the Mona Onshore Substation (either Option 2 or 7) would be the closest Mona Proposed Onshore Development Area of the Mona Proposed Offshore Development Area and would likely be the most discernible within views.
- 26.26.2.29 The combination of the Mona Proposed Onshore Development Area under construction and the existing Gywnt y Môr and Burbo Bank substations would cause negligible additional, cumulative impacts on the aesthetic qualities of the AONB.
- 26.26.2.30 Consequently, **negligible adverse** filling or incremental cumulative effects will arise on the aesthetic aspects of the designated landscape resource in the SLVIA study area during construction.
- 26.26.2.31 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Cable Corridor and Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative effects on Special Landscape Areas

- 26.26.2.32 Both the Rhyd y Foel to Abergele and Elwy and Aled Valleys SLA fall predominantly outside the ZTV for the alternative Mona Onshore Substation options (Figure 26.29 and Figure 26.30). There would be a very slight visibility of Mona Onshore Substation Option 7 within Elwy and Aled Valleys SLA (Figure 26.30).
- 26.26.2.33 The Mona Onshore Cable Corridor crosses the Rhyd y Foel to Abergele SLA. There will be direct impacts (predominantly during construction) as described earlier in the chapter. However, the additional, cumulative impacts would be negligible, on these high sensitivity receptors.
- 26.26.2.34 The filling or incremental cumulative effects that would be experienced by the SLAs would be **negligible adverse** at most and not significant.
- 26.26.2.35 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Cable Corridor and onshore substation will have reduced further, due to the softening effect of the planting.

26.26.3 Cumulative visual effects

- 26.26.3.1 Desk study and fieldwork indicate that potentially significant filling or incremental cumulative visual effects together with existing development projects will be experienced by the following receptor groups in the SLVIA study area, all of whom have a high or very high sensitivity to change:

- Users of public rights of way and cyclists using local roads (within 1km of the Mona Proposed Onshore Development Area)
- Users of the Wales Coast Path long –distance trail
- Users of Offa’s Dyke Path National Trail
- Visitors to the Clwydian Range and Dee Valley AONB.

Cumulative visual effects experienced by people using public rights of way and cyclists using local roads within 1km of the Mona Proposed Onshore Development Area

- 26.26.3.2 These medium to high sensitivity visual receptors have been identified within the chapter as having the potential to experience significant effects using these routes resulting from the Mona Proposed Onshore Development Area during construction and operations and maintenance phases. Only the decommissioning of the Mona Onshore Substation has the potential to significantly affect visual resources and receptors, during this phase, as the Mona Onshore Cable Corridor assets will be left in situ.
- 26.26.3.3 With respect to the Mona Onshore Substation, the existing onshore and offshore wind farms within the SLVIA study area have little intervisibility with this area due to topography. The Mona Onshore Substation will therefore cause negligible additional, cumulative visual impact when considered together with existing projects. The Mona Landfall and Mona Onshore Cable Corridor do have intervisibility with the offshore windfarms, but these are judged to be low additional, cumulative impacts.
- 26.26.3.4 The operational Gywnt y Môr and Burbo Bank substations have little intervisibility with these public rights of way. When considered together with the Mona Proposed Onshore Development Area the filling or incremental cumulative visual effects will be **moderate to minor adverse** during construction and **moderate to negligible adverse** thereafter, which are not significant.
- 26.26.3.5 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 and particularly by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.
- ### Cumulative visual effects experienced by people using the Wales Coast Path long-distance trail
- 26.26.3.6 These high sensitivity receptors will have views of the Mona Landfall and the Mona Onshore Cable Corridor, as described earlier in the chapter. However, the additional, cumulative filling or incremental impacts with the existing projects will be low during the construction phase and negligible thereafter. These effects are judged to be **moderate to minor adverse** during construction, **minor to negligible adverse** during the operations and maintenance phase, and negligible during the decommissioning phase, all effects are not significant.
- 26.26.3.7 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 within the areas illustrated on Figure 26.25, and particularly by Year 15, the planting scheme will have had time to establish, and the

impact of the Mona Onshore Substation, whether at the Option 2 or 7 location, will be reduced further, due to the softening effect of the planting.

Cumulative visual effects experienced by people using Offa's Dyke Path National Trail and the Clwydian Range and Dee Valley AONB

- 26.26.3.8 The above visual receptors have been assessed earlier in the chapter which concluded that significant effects would potentially be experienced by people at these locations or using the Offa's Dyke Path National Trail due to the Mona Proposed Onshore Development Area. These walkers are very high sensitivity receptors, where the Offa's Dyke Path National Trail crosses the Clwydian Range and Dee Valley AONB.
- 26.26.3.9 There are locations on the Offa's Dyke Path National Trail, primarily where it crosses elevated areas of land within the AONB (Figure 26.29 and Figure 26.30), where views of the proposed Mona Array Area and the Mona Proposed Onshore Development Area are available, and where they would be seen in combination with the existing onshore and offshore wind farms, by very high sensitivity receptors. This potential intervisibility is dependent on favourable atmospheric conditions, particularly with those more distant energy infrastructure projects.
- 26.26.3.10 With respect to the SLVIA study area, the operational Gywnt y Môr and Burbo Bank substations have little intervisibility in this area. Therefore, the construction of the Mona Proposed Onshore Development Area will cause low additional, cumulative visual impact when considered together with existing operational wind farms and the Gywnt y Môr and Burbo Bank substations.
- 26.26.3.11 The cumulative effect would be similar to that assessed in the SLVIA, where in successive visibility of the existing wind farms may be discernible from the AONB or from the Offa's Dyke Path National Trail, but the wind turbines would be small enough on a wide horizon to cause **moderate to minor adverse** filling or incremental cumulative visual effects, which are not significant.
- 26.26.3.12 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 and particularly by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

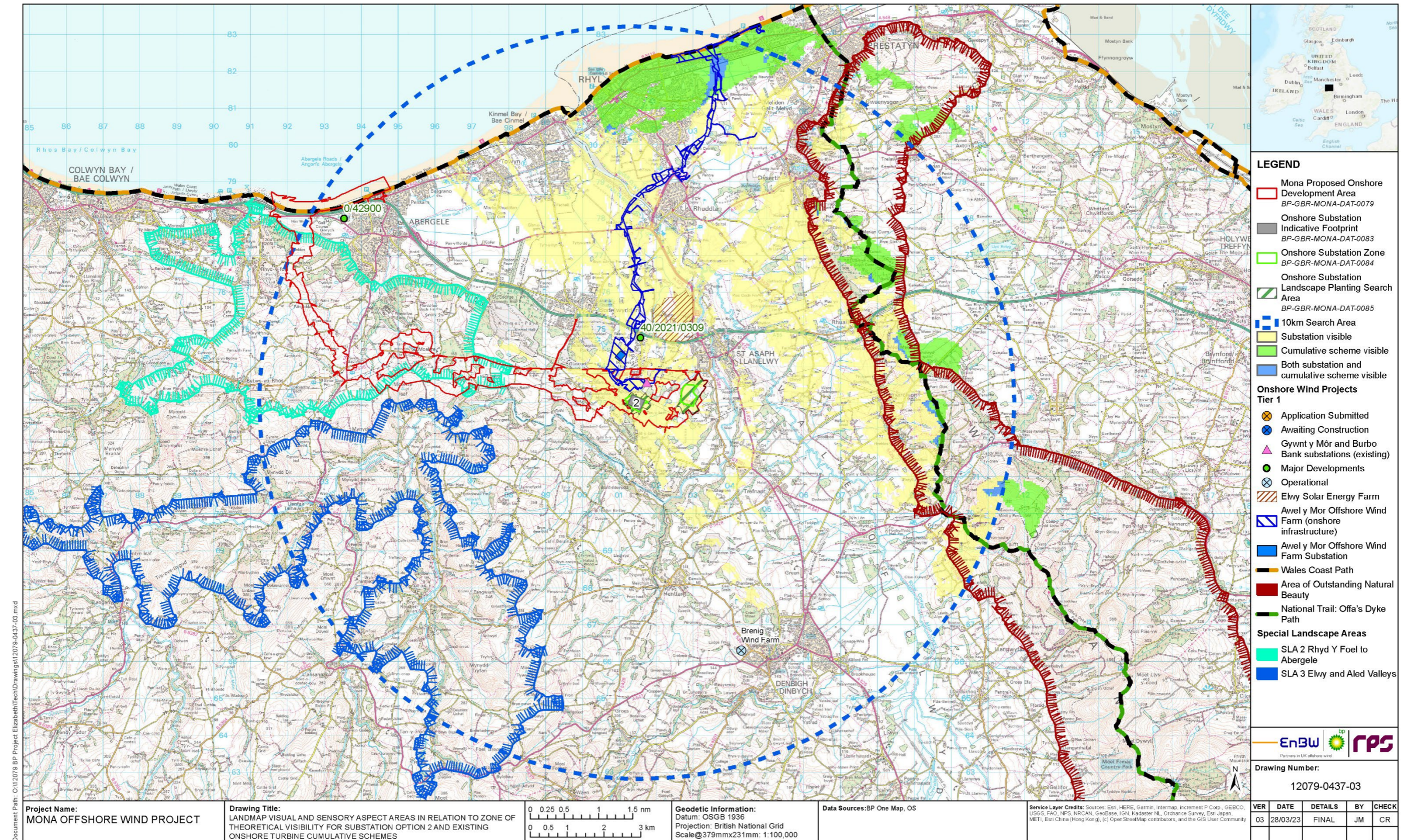


Figure 26.29: Existing and proposed major projects within 10km of the Mona Onshore Substation Option 2.

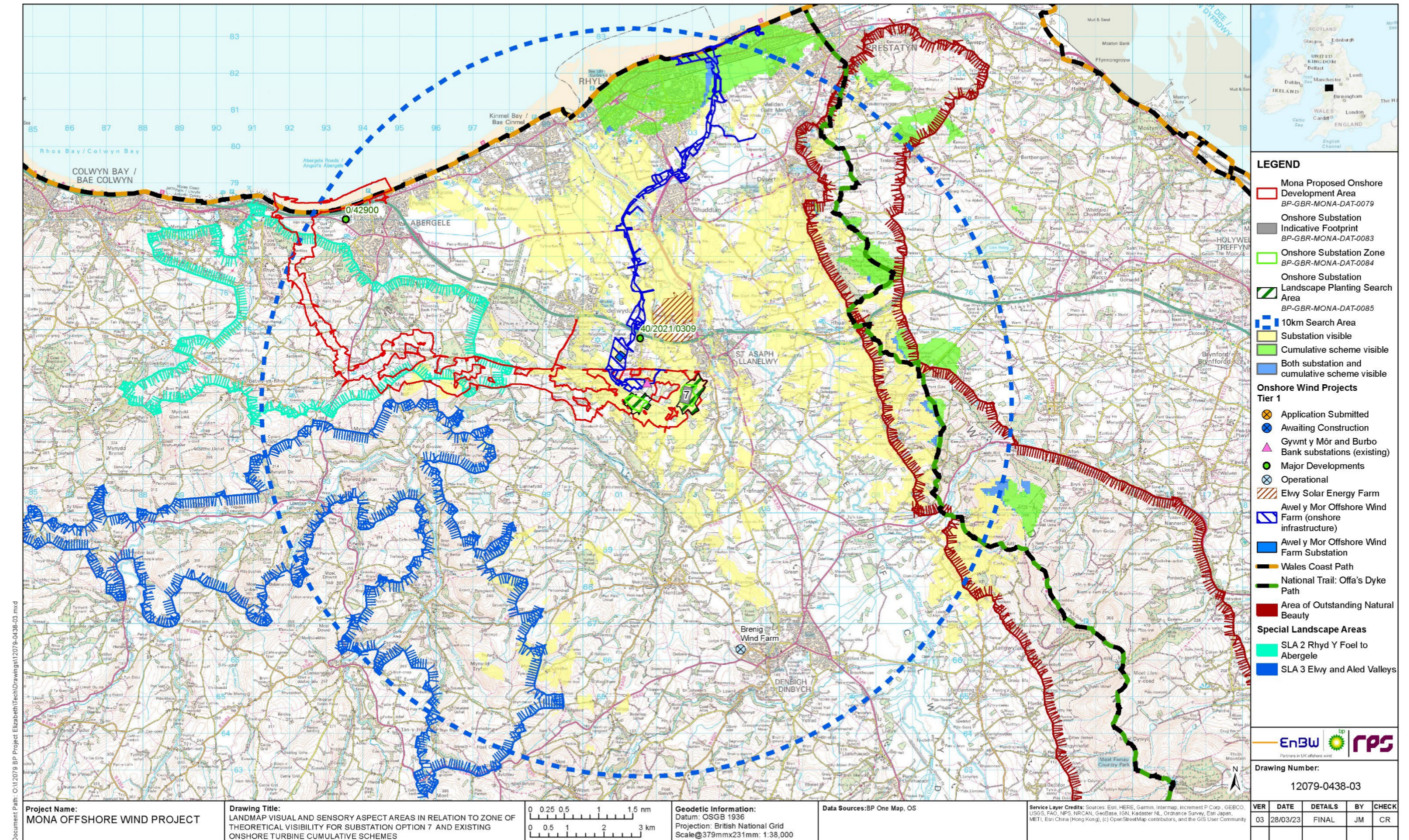


Figure 26.30: Existing and proposed major projects within 10km of the Mona Onshore Substation Option 7.

26.26.4 Cumulative effects of the Mona Proposed Onshore Development Area with proposed development projects

26.26.4.1 The proposed projects identified in Table 26.28 are considered within this section. The cumulative effects on landscape character are limited to where direct impacts may overlap of the Mona Proposed Onshore Development Area in conjunction with other major onshore developments. All the proposed cumulative projects in this assessment are Tier 1 projects, thus no distinction between tiers has been made in the sections below.

Cumulative effects on the fabric of landscape - elements and features together with proposed development projects

26.26.4.2 Effects on the fabric of the landscape could result from the removal of, or changes in, individual elements or features of the landscape, and/or the introduction of new elements or features into the baseline landscape.

26.26.4.3 No nationally designated landscapes will be directly affected, so the Clwydian Range and Dee Valley is not assessed in the following paragraphs. The Rhyd y Foel to Abergele SLA is directly affected by the Mona Onshore Cable Corridor and so is assessed below. The LANDMAP Visual and Sensory Aspect Areas are the most relevant LANDMAP layers in relation to this cumulative effect and so area those Aspect Areas that the Mona Proposed Onshore Development Area pass through are also directly affected and so are assessed below.

Construction and decommissioning phases

26.26.4.4 The construction of the Mona Onshore Cable Corridor and Mona 400kV Grid Connection Cable will see a period of activity and change in the landscape due to construction compounds, increased traffic, spoil heaps at the landfall through to the location for the Mona Onshore Substation. The change will include the removal of some hedgerows and where necessary hedgerow trees, which will be replanted, but not directly above the Mona Onshore Cable Corridor. Implementation of other proposed major development projects will have similar impacts during construction works. However, the proposed Tier 1 cumulative schemes are not adjacent to one another, nor the construction periods are not expected to all run concurrently.

26.26.4.5 The construction of the Mona Onshore Substation (either Option 2 or 7) will see a period of disturbance due to construction compounds, increased traffic, spoil heaps and the plant, similar to that of the Mona Onshore Cable Corridor.

26.26.4.6 At decommissioning the cable will be left underground and the impacts on the fabric of the landscape will be negligible. The decommissioning impact of the substation will be similar in scale to the construction of the substation.

Locally designated landscapes

Magnitude of impact

26.26.4.7 The Mona Wind Project onshore cable corridor passes through the Rhyd y Foel to Abergele SLA and will directly affect the fabric of that landscape during the construction phase. Neither of the Mona Onshore Substation options are located

within the SLA. There are no other Tier 1 projects located within the SLA (Figure 26.29 and Figure 26.30). The cumulative impact during construction is **negligible**.

26.26.4.8 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the cumulative impact of the decommissioning of the Mona Onshore Cable Corridor will also be **negligible**.

Sensitivity of receptor

26.26.4.9 The sensitivity of the Rhyd y Foel to Abergele SLA to the proposed construction works in combination with the Tier 1 housing project at Abergele is **medium**.

Significance of effect

26.26.4.10 The potential temporary cumulative effects on the fabric of landscape elements and features together with Tier 1 projects at the construction and decommissioning phases are judged to be **negligible adverse**, which are not significant

LANDMAP Visual and Sensory Aspect Areas

Magnitude of impact

26.26.4.11 The LANDMAP Visual and Sensory Aspect Area layer is the most appropriate to use for the SLVIA CEA. The Awel y Môr infrastructure corridor is located within the same Visual and Sensory Aspect Area. During the construction phase the cumulative impact would be **low to negligible** on that Aspect Area, as it will be directly affected.

26.26.4.12 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the impact of the decommissioning of the substation will be reduced to **negligible**, due to the softening effect of the planting.

Sensitivity of receptor

26.26.4.13 The sensitivity of the LANDMAP Visual and Sensory Aspect Areas directly affected by the Mona Proposed Onshore Development Area, in combination with the Tier 1 housing project at Abergele is **medium**.

Significance of effect

26.26.4.14 The potential temporary cumulative effects on the fabric of landscape elements and features together with Tier 1 projects at the construction and decommissioning phases are judged to be **minor to negligible adverse**, which are not significant

Operations and maintenance phase

26.26.4.15 During the operations and maintenance phase the Mona Offshore Wind Project onshore cable would be buried and therefore indistinguishable once the mitigation measures have been implemented and have established. The Mona Onshore Substation (whether Option 2 or 7) will remain distinct from the proposed Awel y Môr substation, and the other Tier 1 projects.

Locally designated landscapes

Magnitude of impact

26.26.4.16 Neither the Mona Onshore Substation (either Option 2 or 7) nor another Tier 1 project are located in the SLA (Figure 26.29 and Figure 26.30). The cumulative impact on the landscape fabric of the SLA from the Mona Onshore Substation during the operations and maintenance phase is **none**. There are no cumulative impacts expected during this phase arising from the Mona Onshore Cable Corridor, with other Tier 1 projects, the impact is similarly **none**.

Sensitivity of receptor

26.26.4.1 The sensitivity of the receptor is **medium**.

Significance of effect

26.26.4.2 The cumulative effects of the Mona Onshore Substation on the fabric of the SLA during the operations and maintenance phase together with the Tier 1 projects are judged to be **no change**.

LANDMAP Visual and Sensory Aspect Areas

Magnitude of impact

26.26.4.3 The Mona Onshore Substation (either Option 2 or 7) will be in a different LANDMAP Visual and Sensory Aspect Area from the Awel y Môr onshore substation (Figure 26.28). The substations will remain distinct from each other and the cumulative impact on the landscape fabric of the character area is **negligible**.

Sensitivity of receptor

26.26.4.4 The sensitivity of the receptor is **medium**.

Significance of effect

26.26.4.5 The cumulative effects of both the Mona Onshore Substation (either Option 2 or 7) together with Tier 1 projects, on the fabric of the LANDMAP Aspect Areas, during the operations and maintenance phase are judged to be **negligible adverse**, which are not significant.

26.26.5 Cumulative effects on the aesthetic aspects of landscape resources together with proposed development projects

Nationally designated landscapes

Construction and decommissioning phases

Magnitude of impact

26.26.5.1 There will be no direct effects on the nationally designated landscape, as all construction works associated with the Tier 1 projects, are all located outside the

Clwydian Range and Dee Valley AONB. However, one of the special qualities of the Clwydian Range and Dee Valley AONB is expansive views. This aspect of the designated landscape will experience **medium** impacts. The construction work associated with the Mona Onshore Cable Corridor and Mona Onshore Substation will be visible from locations within the AONB, albeit at distances of over 6km.

26.26.5.2 Temporally, the cumulative impact of the construction works of the Mona Proposed Onshore Development Area and the Tier 1 developments is **medium** but limited to a few areas within the ZTV on elevated land (Figure 26.33 and Figure 26.34).

Sensitivity of receptor

26.26.5.3 The sensitivity of the receptor is **very high**.

Significance of effect

26.26.5.4 The indirect temporary, cumulative effects during the construction and decommissioning phases of the Mona Proposed Onshore Development Area experienced by this very high sensitivity landscape receptor, are judged to be **moderate to major adverse**, which are not significant, to significant.

Operations and maintenance phase

Magnitude of impact

26.26.5.5 During the operations and maintenance phase of the Mona Proposed Onshore Development Area and the Tier 1 projects, the Clwydian Range and Dee Valley AONB would experience **low to medium** indirect impacts.

Sensitivity of receptor

26.26.5.6 The sensitivity of the Clwydian Range and Dee Valley AONB is **very high**.

Significance of effect

26.26.5.7 During operations and maintenance, following implementation of the mitigation measures outlined in Table 26.26 and particularly by Year 15, the proposed landscape mitigation will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting. The cumulative effects at the operations and maintenance phase are judged to reduce to **moderate adverse**, which are not significant.

Locally designated landscapes

Construction and decommissioning phases

Magnitude of impact

26.26.5.8 Both the Rhyd y Foel to Abergele and Elwy and Aled Valleys SLAs, fall outside the cumulative ZTV of the Mona Onshore Substation options (Figure 26.33 and Figure 26.34). There is no potential for these medium sensitivity landscapes to be affected by cumulative impacts of the construction and decommissioning of the Mona Onshore Substation together with a Tier 1 project.

MONA OFFSHORE WIND PROJECT

26.26.5.9 The Mona Onshore Cable Corridor crosses the Rhyd y Foel to Abergele SLA. The only Tier 1 project that has the potential to exert a cumulative impact on the SLA is the housing proposed at Land at Abergele Business Park development, which is located near the Mona Offshore Wind Project landfall (Figure 26.28). The temporary cumulative impact would be **negligible**.

Sensitivity of receptor

26.26.5.10 The sensitivity of the SLA is **medium**.

Significance of effect

26.26.5.11 The temporary effect on this medium sensitivity landscape is **negligible adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.26.5.12 During the operations and maintenance phase the cumulative impact of the installed Mona Onshore Cable Corridor together with the Tier 1 Abergele housing development would be **negligible** as the cable is buried underground and the construction work is complete.

Sensitivity of receptor

26.26.5.13 The sensitivity of the SLA is **medium**.

Significance of effect

26.26.5.14 The cumulative effect would reduce to **negligible adverse**, which is not significant.

LANDMAP Visual and Sensory Aspect Areas

26.26.5.15 For a direct cumulative impact on a LANDMAP Aspect Area, the developments under consideration would need to be located within the same aspect area. However indirect cumulative effects on adjacent landscape character areas can be exerted by one or more cumulative projects together with the Mona Proposed Onshore Development Area if they are both visible.

26.26.5.16 The proposed and permitted major developments are in different Visual and Sensory Aspect Areas to the Mona Proposed Onshore Development Area. Due to the location of these developments, there can be no direct cumulative effects on the Visual and Sensory Aspect Area Cefn Estate Mosaic Rolling Lowland during the construction, or the operations and maintenance phases.

26.26.5.17 However, there is the potential for indirect cumulative effects if the proposed developments can be seen from within the Cefn Estate Mosaic Rolling Lowland and likewise if the Mona Proposed Onshore Development Area can be seen from adjacent LANDMAP Aspect Areas. Three of the Tier 1 projects are located within DNBGHVS014, the Aspect Area neighbouring the Cefn Estate Mosaic Rolling Lowland (Figure 26.28). The ZTVs (Figure 26.31 and Figure 26.32) show that there will be areas within both Aspect Areas where the proposed development, namely Awel

y Môr offshore wind farm onshore substation, and the Mona Onshore Substation will be visible.

Construction and decommissioning phases

Magnitude of impact

26.26.5.18 Considering the scale and geographic extent of the proposed development projects in combination with the Mona Proposed Onshore Development Area there is little overlap between the proposed schemes. The temporary cumulative impacts during construction and decommissioning are predicted to be of local spatial extent and intermittent. It is predicted that the indirect impacts will be limited due to the combined influence on landscape character. The cumulative magnitude of impact is **low to negligible**.

Sensitivity of the receptor

26.26.5.19 The LANDMAP Aspect Areas in question have sensitivity evaluations deemed to be of medium value to the proposed development. The sensitivity of the receptors is **medium**.

Significance of effect

26.26.5.20 Overall, the magnitude of the cumulative impact is deemed to be negligible to low and the sensitivity of the receptor is medium. The temporary, cumulative effects will be **minor to negligible adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.26.5.21 During the operations and maintenance phase of the Mona Proposed Onshore Development Area and the Tier 1 projects, the two LANDMAP Aspect Areas in question would experience **negligible** indirect impacts.

Sensitivity of the receptor

26.26.5.22 The two LANDMAP Aspect Areas in question have sensitivity evaluations deemed to be of medium value to the proposed development. The sensitivity of the receptors is **medium**.

Significance of effect

26.26.5.23 The cumulative effects at the operations and maintenance phase are judged to reduce to **negligible adverse**, which are not significant.

26.26.6 Cumulative effects on the overall character of the landscape resources together with proposed development projects

Nationally designated landscapes

Construction and decommissioning phases

Magnitude of impact

26.26.6.1 There will be no direct cumulative effects on the nationally designated landscape, as all construction works associated with the Tier 1 projects, are located outside the Clwydian Range and Dee Valley AONB. Temporally, the cumulative impact of the construction works of the Mona Proposed Onshore Development Area and the Tier 1 developments is **low** but limited to a few areas within the ZTV on elevated land (Figure 26.33 and Figure 26.34).

Sensitivity of receptor

26.26.6.2 The sensitivity of the Clwydian Range and Dee Valley AONB is **very high**.

Significance of effect

26.26.6.3 The indirect temporary, cumulative effects during the construction and decommissioning phases of the Mona Proposed Onshore Development Area arising on the overall character of this very high sensitivity landscape receptor, are judged to be **moderate adverse**, which are not significant. The effects will not compromise the reasons for the designation.

Operations and maintenance phase

Magnitude of impact

26.26.6.1 During the operations and maintenance phase the upper parts of the Mona Onshore Substation will be visible from certain parts of the AONB, in combination with the upper parts of the Awel y Môr onshore substation and potentially other Tier 1 projects. The magnitude impact is **low**.

Sensitivity of receptor

26.26.6.2 The sensitivity of the Clwydian Range and Dee Valley AONB is **very high**.

Significance of effect

26.26.6.3 The cumulative effects on the overall character of the AONB will be **moderate adverse**, which is not significant. The cumulative effects of the Mona Proposed Onshore Development Area together with the Tier 1 projects will not compromise the reasons for the designation.

26.26.6.4 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the cumulative effects will reduce as the planting softens the Mona Onshore Substation.

Locally designated landscapes

Construction and decommissioning phases

Magnitude of impact

26.26.6.5 Both the Rhyd y Foel to Abergele and Elwy and Aled Valleys SLAs, fall outside the cumulative ZTV of the Mona Onshore Substation options (Figure 26.33 and Figure 26.34). There is no potential for the overall character of the SLAs to be affected by cumulative impacts of the construction and decommissioning of the Mona Onshore Substation together with a Tier 1 project.

26.26.6.6 The Mona Onshore Cable Corridor crosses the Rhyd y Foel to Abergele SLA. The only Tier 1 project that has the potential to exert a cumulative impact on the overall character of the SLA is the housing proposed at Land at Abergele Business Park development, which is located near the Mona Offshore Wind Project landfall (Figure 26.29). The temporary cumulative impact would be **negligible**.

Sensitivity of receptor

26.26.6.7 The sensitivity of the SLAs is **medium**.

Significance of effect

26.26.6.8 The temporary cumulative effect on the overall character of these medium sensitivity landscapes is **negligible adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.26.6.9 During the operations and maintenance phase the cumulative impact of the installed cable route corridor together with the Tier 1 Abergele housing development on the overall character of the SLAs would be **negligible to none** as the cable is buried underground and the construction work is complete.

Sensitivity of receptor

26.26.6.10 The sensitivity of the SLA is **medium**.

Significance of effect

26.26.6.11 The cumulative effect on the overall character of these medium sensitivity landscapes is **negligible adverse to no change**, which is not significant.

26.26.6.1 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the cumulative effects will reduce as the planting softens the Mona Onshore substation.

LANDMAP Visual and Sensory Aspect Areas

Construction and decommissioning phases

Magnitude of impact

26.26.6.2 Considering the scale and geographic extent of the proposed development projects in combination with the Mona Proposed Onshore Development Area there is little overlap between the proposed schemes. The temporary cumulative impacts on the overall character of the LANDMAP Visual and Sensory Aspect Areas during construction and decommissioning are predicted to be of local spatial extent and intermittent. It is predicted that the indirect impacts will be limited due to the combined influence on landscape character. The cumulative magnitude of impact is **low to negligible**.

Sensitivity of receptor

26.26.6.3 The sensitivity of the SLA is **medium**.

Significance of effect

26.26.6.1 Overall, the magnitude of the cumulative impact on the overall character areas of the LANDMAP Visual and Sensory Aspect Areas is deemed to be low to negligible and the sensitivity of the receptor is medium. The temporary, cumulative effects will be **minor to negligible adverse** significance, which are not significant.

Operations and maintenance phase

Magnitude of impact

26.26.6.2 During the operations and maintenance phase of the Mona Proposed Onshore Development Area and the Tier 1 projects, the LANDMAP Visual and Sensory Aspect Areas would experience **negligible** impacts on their overall character.

Sensitivity of receptor

26.26.6.3 The sensitivity of the SLA is **medium**.

Significance of effect

26.26.6.4 The cumulative effects at the operations and maintenance phase are judged to be **negligible adverse**, which are not significant.

26.26.6.1 Following implementation of the mitigation measures outlined in Table 26.26 by Year 15, the planting scheme will have had time to establish, and the cumulative effects on overall character will reduce as the planting softens the Mona Onshore Substation.

26.26.7 Cumulative visual effects experienced by users of the public rights of way network and the Clwydian Range and Dee Valley AONB, together with proposed development projects

26.26.7.1 Desk study and fieldwork indicate that potential significant cumulative visual effects together with existing development projects will be restricted to the following receptor groups in the SLVIA study area:

- Users of nearby public rights of way (within 1km from the Mona Onshore Substation Options 2 and 7)
- Users of the Wales Coast Path long-distance trail
- Users of Offa's Dyke Path National Trail
- Visitors to the Clwydian Range and Dee Valley AONB.

Cumulative visual effects experienced by people using public rights of way within 1km of the Mona Offshore

Construction and decommissioning phases

Magnitude of impact

26.26.7.2 The construction of the development will introduce temporary compounds, haul roads, heavy plant and vehicles into the landscape within the Mona Proposed Onshore Development Area. The erection of the Mona Onshore Substation and infrastructure will be noticeable. Visual receptors in close proximity of the Mona Onshore Substation (either Option 2 or 7) may experience sequential visibility with the Tier 1 cumulative projects, in particular Awel y Môr Offshore Wind Farm onshore substation, the new housing development (40/2021/0309) and Elwy Solar Energy Farm, both located near St Asaph (Figure 26.28). Such receptors will be occasionally afforded successive and sequential views from the local PRoW in the local area. The magnitude of cumulative visual impact is therefore considered to be **medium**.

Sensitivity of receptor

26.26.7.3 Equestrians/walkers using the public right of way and cyclists using local roads are deemed to be of high value and high to medium susceptibility to the proposed development, depending on mode of transport and location. The sensitivity of the receptor is **high to medium**.

Significance of effect

26.26.7.4 In summary, only high sensitivity PRoW users or medium sensitive cyclists travelling within 1km of the Mona Proposed Onshore Development Area, including along the Mona Onshore Cable Corridor, and then within similar distances to the Tier 1 cumulative projects may experience significant successive cumulative visual effects, depending on the routes followed.

26.26.7.5 The magnitude of the visual impact experienced by users of these local PRoW is deemed to be medium and the sensitivity of the receptor is medium to high. The temporary, sequential, effects are judged to be **major to moderate** adverse, which are significant to not significant.

Operations and maintenance phase

Magnitude of impact

26.26.7.6 During operations and maintenance, the likelihood of views altering due to the combined nature of the Mona Offshore Wind Project and the permitted/proposed major Onshore Developments would reduce as most of the cabling sections of the proposals would now be hidden within available views, as such the magnitude of impact for potential sequential visibility would be less.

26.26.7.7 People using the PRoW in close proximity to the Mona Onshore Substation (either Option 2 or 7) may experience sequential visibility together with the Tier 1 cumulative projects, in particular the Awel y Môr Offshore Wind Farm onshore substation, the housing development (40/2021/0309) and Elwy Solar Energy Farm, both located near St Asaph (Figure 26.28). Such receptors will be occasionally afforded successive views from the PRoWs in the local area. The magnitude of cumulative visual impact is **low to medium**.

Sensitivity of receptor

26.26.7.8 The sensitivity of the receptors is as set out for the construction and phase, above, that is **high to medium**.

Significance of effect

26.26.7.9 In summary, only high sensitivity PRoW users travelling within 1km of the Mona Onshore Substation, and also within similar distances to the Tier 1 cumulative projects may experience significant and successive additional cumulative visual effects as a result, depending on the routes followed.

26.26.7.10 The magnitude of the visual impact experienced by users of these local PRoW is deemed to be low to medium and the sensitivity of the receptor is high. The cumulative sequential effects will be **moderate to minor adverse**, which are not significant.

26.26.7.11 By Year 15, following implementation of the mitigation measures outlined in Table 26.26 the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative visual effects – people using the Wales Coast Path long-distance trail together with proposed development projects

Construction and decommissioning phases

Magnitude of impact

26.26.7.12 The construction and decommissioning phases of the development will introduce disruption to the landscape along the route of the Mona Onshore Cable Corridor and landfall area, with temporary compounds and increased traffic and disturbance. The only Tier 1 project that has the potential to exert a cumulative effect on these receptors in combination with the Mona Onshore Cable Corridor is the housing proposed at Land at Abergele Business Park development, which is located near the Mona Offshore Wind Project landfall (Figure 26.28). The temporary cumulative impact would be **low**.

Sensitivity of receptor

26.26.7.13 Equestrians and walkers using the public right of way are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of effect

26.26.7.14 In summary, only high sensitivity PRoW users travelling within 1km of the Mona Offshore Wind Project landfall, and within similar distances to the Tier 1 Abergele housing projects may experience temporary, significant and successive additional cumulative visual effects as a result.

26.26.7.15 The temporary, sequential effects is judged to be **minor adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.26.7.16 The operations and maintenance phase of the Mona Onshore Cable Corridor will result in very little visual intrusion for receptors. The cumulative impact of the Mona Proposed Onshore Development Area will be **negligible**.

Sensitivity of receptor

26.26.7.17 The sensitivity of the receptors is as set out for the construction phase above (i.e. **high**).

Significance of effect

26.26.7.18 During the operations and maintenance phase the cumulative impact of the installed Mona Onshore Cable Corridor together with the Tier 1 Abergele housing development would reduce to negligible as the cable is buried underground and the disruptive construction work is complete. The cumulative effect would reduce to **negligible adverse**, which is not significant.

26.26.7.19 By Year 15, following implementation of the mitigation measures outlined in Table 26.26 the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative visual effects – people using the Offa's Dyke Path National Trail together with proposed development projects

Construction and decommissioning phases

Magnitude of impact

26.26.7.20 The construction and decommissioning works will introduce change to the landscape along the Mona Onshore Cable Corridor, with temporary compounds and increased traffic. The erection of the Mona Onshore Substation and associated infrastructure will be visible from the Offa's Dyke Path National Trail. People walking the National Trail at distances of over 6km from the Mona Onshore Substation (either Option 2 or 7)

have the potential to experience combined sequential visibility together with the Tier 1 projects, in particular the new housing development (40/2021/0309) and Elwy Solar Energy Farm, both located near St Asaph, but also the energy infrastructure, including the construction of the offshore wind farms (Figure 26.33 and Figure 26.34). The magnitude of cumulative visual impact is **medium to low**, due to distance from these developments.

Sensitivity of receptor

26.26.7.21 Users of Offa’s Dyke Path National Trail, where it crosses the Clwydian Range and Dee Valley AONB are deemed to be of very high susceptibility and the views gained from the path from within the AONB, of high value. The sensitivity of the receptor to cumulative effects is **very high**.

Significance of effect

26.26.7.22 The people travelling along the Offa’s Dyke Path National Trail may experience sequential and successive cumulative visual effects resulting from of the onshore and offshore Tier 1 projects in combination with the construction of the Mona Proposed Onshore Development Area (Figure 26.33 and Figure 26.34).

26.26.7.23 The magnitude of the visual impact on users of the Offa’s Dyke Path National Trail is deemed to be low and the sensitivity of the receptor where the path crosses the AONB is very high. The temporary effects will be **major to moderate adverse**, which are significant, to not significant.

Operations and maintenance phase

Magnitude of impact

26.26.7.24 People walking the Offa’s Dyke Path National Trail may experience sequential visibility of the Tier 1 onshore and offshore projects. In particular, the Awel y Môr Offshore Wind Farm onshore substation, the new housing development (40/2021/0309) and Elwy Solar Energy Farm, located near St Asaph, but also the offshore wind energy developments (Figure 26.33 and Figure 26.34). Such receptors will be occasionally afforded successive views from open stretches of the route. By operation however, a large portion of the cable would be underground and as such, change to any available cumulative views from the Offa’s Dyke Path National Trail, would be reduce by this. But the major developments that would be visible, alongside the Mona Onshore Substation (either Option 2 or 7), would be now built elements within some available elevated views from the Offa’s Dyke Path. Overall, given the distance of the National Trail from the Mona Offshore Wind Energy Project transmission assets and the Tier 1 cumulative projects, the magnitude of visual impact is considered to be **low**.

Sensitivity of receptor

26.26.7.25 People walking the Offa’s Dyke Path National Trail where it crosses the AONB have a very high susceptibility to the Mona Offshore Wind Project, the views are of high value. The overall sensitivity of the receptor to the proposed changes in the available views is **very high**.

Significance of effect

26.26.7.26 At operation and maintenance, following implementation of the mitigation measures outlined in Table 26.26 and particularly by Year 15, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting. The sequential cumulative effect on these walkers will reduce to **moderate adverse**, which is not significant.

26.26.7.27 By Year 15, following implementation of the mitigation measures outlined in Table 26.26 the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further, due to the softening effect of the planting.

Cumulative visual effects –visitors to the Clwydian Range and Dee Valley AONB together with proposed development projects

Construction and decommissioning phases

Magnitude of impact

26.26.7.28 The construction and decommissioning phases of the development will introduce disruption to the landscape along the route of the Mona Onshore Cable Corridor, with temporary compounds and increased traffic. The erection of the Mona Onshore Substation and infrastructure will be discernible. Such receptors enjoying the AONB at distances of over 6km from the Mona Onshore Substation (either Option 2 or 7) may experience sequential cumulative visibility of the Tier 1 projects, in particular the Awel y Môr Offshore Wind Farm onshore substation, the new housing development (40/2021/0309) and Elwy Solar Energy Farm, located near St Asaph, as well as the offshore wind energy developments (Figure 26.33 and Figure 26.34). The magnitude of cumulative visual impact is therefore considered to be **medium to low**.

Sensitivity of receptor

26.26.7.29 Visitors to the AONB are deemed to be of high value and high susceptibility to changes in their views due to the construction of the Tier 1 projects and the Mona Proposed Onshore Development Area. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of effect

26.26.7.30 In summary, visitors to the AONB may experience significant and successive additional cumulative visual effects resulting from the proposed and permitted schemes in combination with the construction of the Mona Proposed Onshore Development Area.

26.26.7.31 The magnitude of the visual impact on users of the AONB is deemed to be medium to low and the sensitivity of the receptor is high. The temporary effects will be **moderate adverse**, which is not significant.

Operations and maintenance phase

Magnitude of impact

26.26.7.32 Visitors to the AONB may experience sequential visibility of the other major onshore development projects, in particular the Awel y Môr Offshore Wind Farm onshore substation, the new housing development (40/2021/0309) and Elwy Solar Energy Farm, located near St Asaph. Such receptors will be occasionally afforded successive views from open stretches of the route, which would include the offshore wind farms (Figure 26.33 and Figure 26.34). During the operations and maintenance phase however, the Mona Onshore Cable Corridor would not be visible and as such, change to any available cumulative views from the AONB would be slightly reduced. The cumulative developments that would be visible, together with the Mona Onshore Substation (either Option 2 or 7), would be seen from elevated locations within the AONB. Overall, the magnitude of cumulative visual impact is therefore considered to be **medium**.

Sensitivity of receptor

26.26.7.33 Users of the AONB are deemed to be of high value and high susceptibility to the proposed development. The sensitivity of the receptor is therefore, considered to be **high**.

Significance of effect

26.26.7.34 The magnitude of the visual impact on users of the AONB is deemed to be medium due to the visibility of the Mona Proposed Onshore Development Area and the Tier 1 projects. The sensitivity of the receptor is high. The sequential cumulative effect will be **moderate adverse**, which is not significant.

26.26.7.35 By Year 15, following implementation of the mitigation measures outlined in Table 26.26, the planting scheme will have had time to establish, and the impact of the Mona Onshore Substation will be reduced further to not significant, due to the softening effect of the planting.

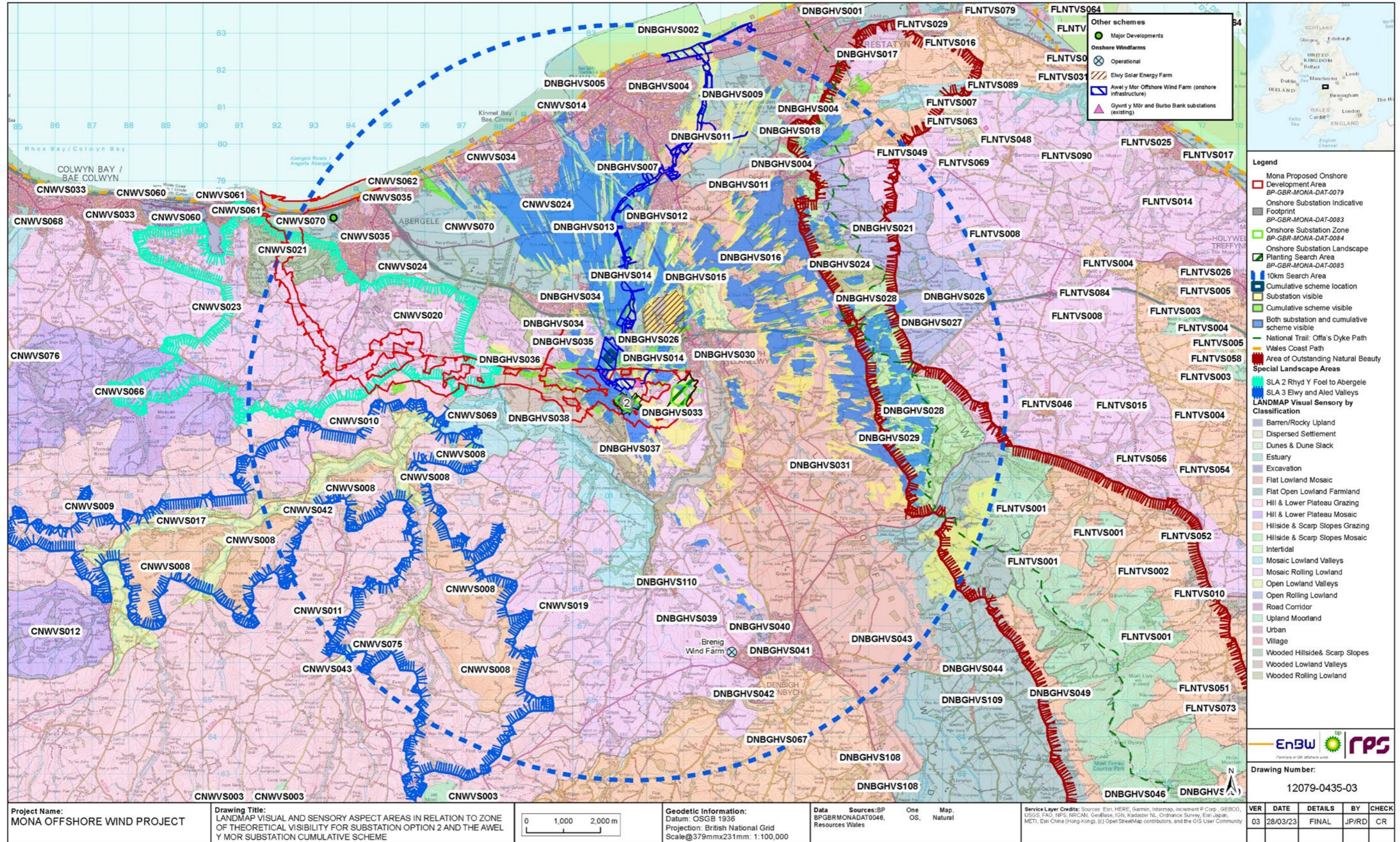


Figure 26.31: Cumulative ZTV of Mona Onshore Substation Option 2 with Awel y Môr Offshore Wind Farm onshore substation and LANDMAP Visual and sensory Aspect Areas.

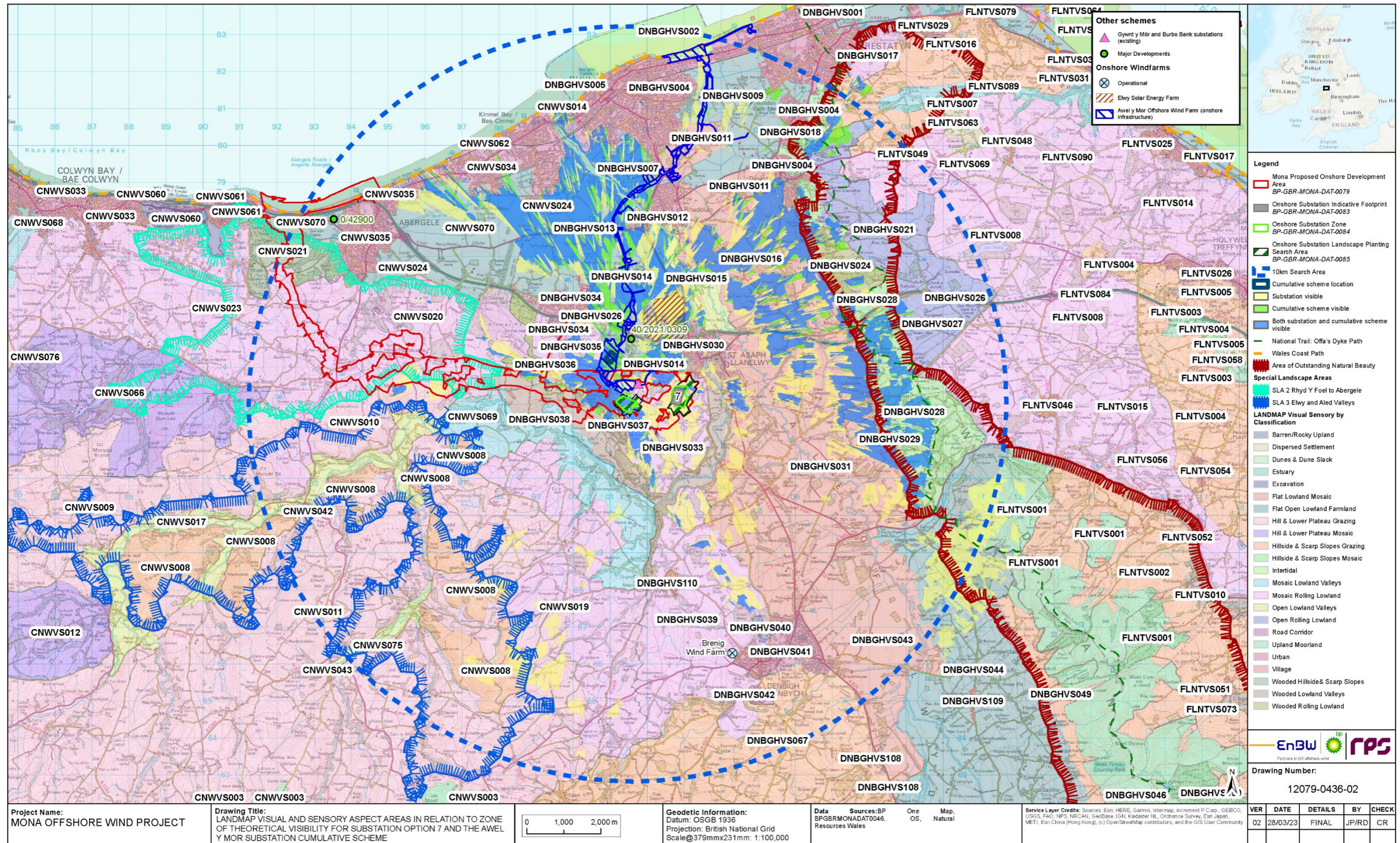


Figure 26.32: Cumulative ZTV of Mona Onshore Substation Option 7 with Awel y Môr Offshore Wind Farm onshore substation and LANDMAP Visual and sensory Aspect Areas.

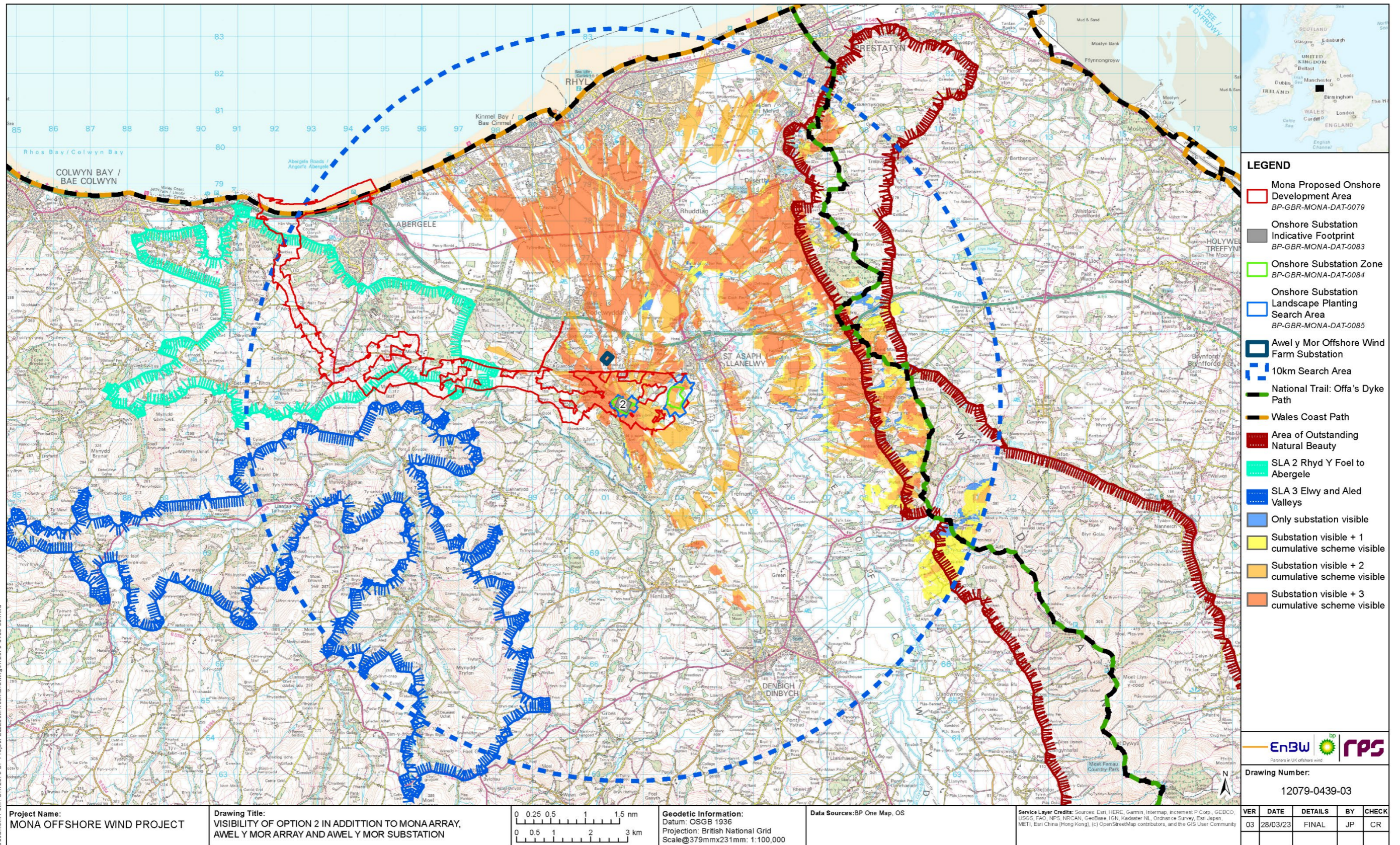


Figure 26.33: ZTV illustrating the visibility of Mona Onshore Substation Option 2 in addition to the Mona Array Area, Awel y Môr Array Area and Awel y Môr onshore substation.

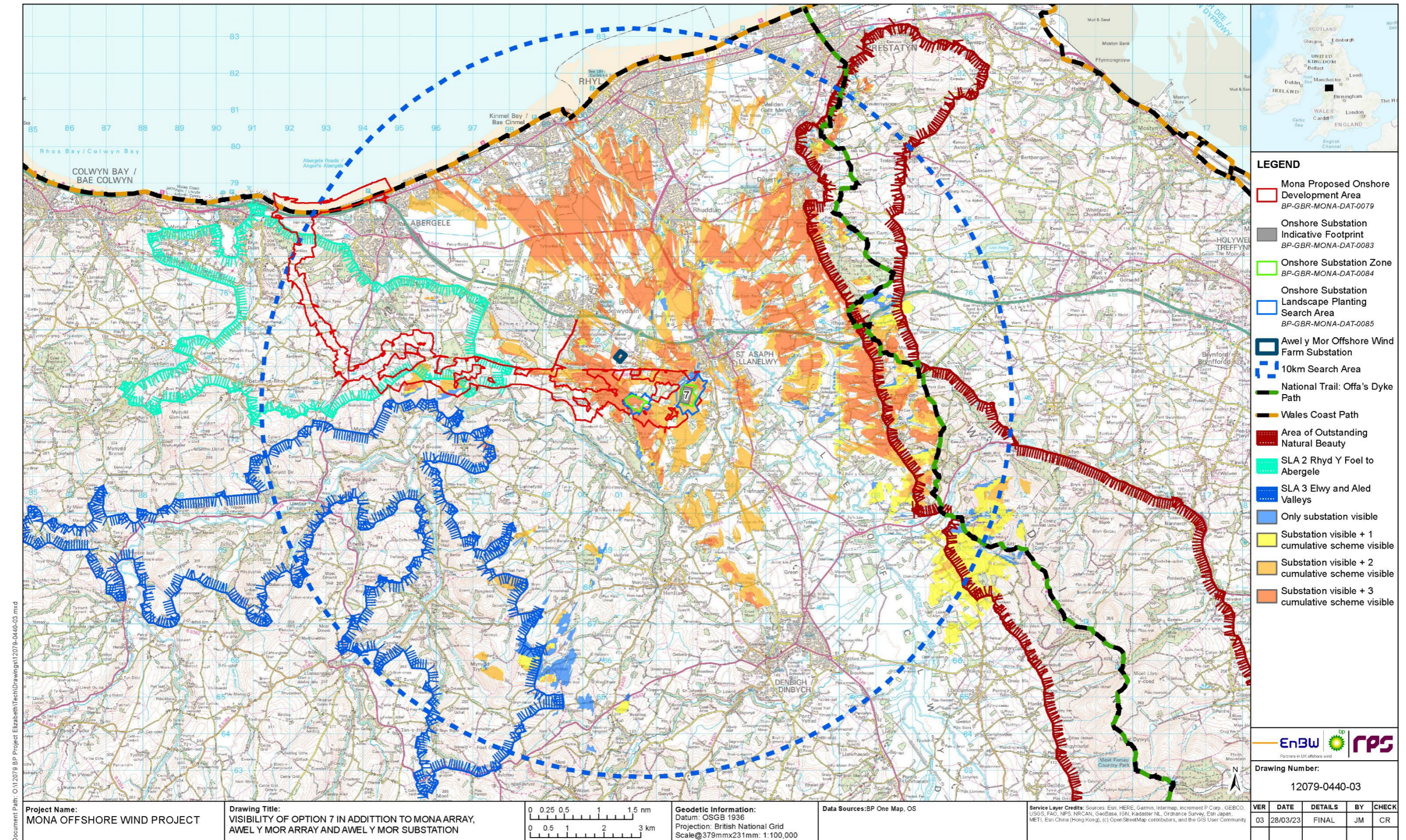


Figure 26.34: Visibility of Substation Option 7 in addition to the Mona Array Area, Awel y Môr Array Area and Awel y Môr onshore substation

26.27 Transboundary effects

26.27.1.1 A screening of transboundary impacts has been carried out within volume 5, annex 5.2: Transboundary impacts screening of the PEIR and has identified that there is no potential for significant transboundary effects regarding seascape, landscape and visual resources from the Mona Offshore Wind Project upon the seascapes of the Republic of Ireland territorial waters.

26.28 Inter-related effects

26.28.1.1 Inter-relationships are the impacts and associated effects of different aspects of the proposal on the same receptor. These are:

- Project lifetime effects: Assessment of the scope for effects that occur throughout more than one phase of the Mona Offshore Wind Project (construction, operations and maintenance, and decommissioning), to interact to potentially create a more significant effect on a receptor than if just assessed in isolation in these three phases (e.g. subsea noise effects from piling, operational wind turbines, vessels and decommissioning)
- Receptor led effects: Assessment of the scope for all effects to interact, spatially and temporally, to create inter-related effects on a receptor. As an example, all effects on seascape, landscape and visual resources, such as direct vegetation loss, direct effects on views experienced by sensitive receptors, may interact to produce a different, or greater effect on this receptor than when the effects are considered in isolation. Receptor-led effects may be short-term, temporary, or transient effects, or incorporate longer term effects.

26.28.1.2 A description of the likely interactive effects arising from the Mona Offshore Wind Project on seascape, landscape and visual resources is provided in volume 2, chapter 15: Inter-related effects (offshore) of the PEIR and volume 3, chapter 25: Inter-related effects (onshore) of the PEIR.

Section 4: Other effects and summary

26.29 Summary of potential impacts, mitigation measures and monitoring

26.29.1.1 Baseline information on seascape, landscape, and visual resources within the SLVIA study area was collected through of a combination of desktop studies, fieldwork, site surveys and consultation. These desk and field studies supported the impact assessment work and judgements on significance of effects.

26.29.1.2 Table 26.30 and Table 26.31 present a summary of the potential impacts, measures adopted as part of the project and residual effects in respect to seascape, landscape and visual resources. A summary of the SLVIA findings follows.

26.29.2 Mona Array Area

26.29.2.1 No significant effects are predicted during construction, operations and maintenance and decommissioning of the Mona Offshore Wind Project on recognised, national and local, seascape and marine character areas in the SLVIA study area when considered as a whole. The Mona Array Area occupies a tract of offshore waters predominantly

in Welsh waters with a portion of the Mona Array Area within English waters. It is in an area not covered by existing, published seascape/marine character assessments. However, this area of sea is covered in NRW's seascape sensitivity study (NRW 2019). The Mona Array Area straddles NRW seascape sensitivity zones (SSZ) 2 and 5.

26.29.2.2 A moderate to major significant adverse effect on seascape character is predicted during construction, operations and maintenance and decommissioning for the area of sea occupied by the Mona Array Area. The northeast edge of the Mona Array Area overlaps the southeast most edge of Irish Sea South marine character area (MCA 38), the east part of SSZ 5 North Wales and Anglesey Outer Offshore, and the north part of SSZ 2 North East Wales Offshore. Notwithstanding the peripheral overlap with MCA 38, the extensive offshore marine character area would not be affected significantly overall by the introduction of the Mona Offshore Wind Project. The same applies in the case of NRW's SSZ 2 and SSZ 5 considered as a whole. This assessment has regard to the baseline character of the wider host seascape (incorporating MCA 38, SSZs 2, 4 and 5, and MCA 04 North Wales Open Waters) which is partly characterised by commercial shipping and ferries, and by several operational offshore wind farms including: the Gwynt y Môr/Rhyl Flats/North Hoyle/Burbo Bank group to the south; and the West of Duddon Sands/Walney/Ormonde group to the north.

26.29.2.3 No significant effects are predicted during construction, operations and maintenance and decommissioning of the offshore generation assets of the Mona Offshore Wind Project on landscape character areas in the SLVIA study area. The Mona Array Area lies just under 30km from the nearest land which is the northeast coast of Anglesey and Great Orme's Head. The separation distance between these areas of coastal landscape and the Mona Array Area combined with the underlying character of the baseline seascape described previously is such that significant adverse character effects would be avoided. The same mitigating factors apply to a greater extent with the southeast coast of the Isle of Man (situated approximately 45km from the Mona Array Area at its closest point around Douglas) and the nearest parts of England on the Sefton coast at Formby (approximately 40km), and the Lancashire coast around Blackpool (approximately 45km). For the same reasons, the character of the coastal and elevated landscapes within Anglesey AONB (approximately 28km closest distance), Eryri National Park (approximately 35km) and Clywdian Range and Dee Valley AONB (approximately 40km) would also not be significantly affected.

26.29.2.4 No significant effects are predicted during construction, operations and maintenance and decommissioning of the Mona Offshore Wind Project on nationally designated landscapes in the SLVIA study area, namely Anglesey AONB (approximately 30km closest distance), Eryri NP (approximately 35km) and Clywdian Range and Dee Valley AONB (approximately 40km). The SLVIA concludes that the special qualities of these nationally designated landscapes would not be significantly affected and the Mona Offshore Wind Project would not conflict with or compromise the reasons for their designation.

26.29.2.5 A moderate adverse, but not significant visual effect (long-term and reversible) is predicted during construction, operations and maintenance and decommissioning for people onboard the Liverpool to Dublin and Liverpool to Douglas ferries when passing the Mona Array Area at approximately 10km distance, travelling in either direction. Candidate representative viewpoints 21 and 22 are representative of the predicted

- visual change at this section of the routes. The visual effect for people on the Heysham to Douglas ferry would be negligible and not significant.
- 26.29.2.6 No other significant visual effects are predicted to arise during construction, operations and maintenance and decommissioning of the Mona Offshore Wind Project, including with respect to the following visual receptors situated in the SLVIA study area:
- All candidate representative viewpoints
 - National Trails (Wales Coast Path, Offa's Dyke Path, England Coast Path and IoM Millennium Way and Raad ny Foillan Coastal Path)
 - National Cycle Network (Wales and England; no equivalent on IoM)
 - Key coastal roads and railways
 - Access Land/Open Country, including land within National Parks and AONBs (Wales and England; no equivalent on IoM)
 - Country Parks (Y Gogarth/Great Orme, Conwy County, Wales)
 - National Parks and AONBs (Anglesey AONB, Eryri NP, Clwydian Range and Dee Valley AONB)
 - Other key ferry routes (e.g. Douglas to Dublin).
- 26.29.3 Mona Proposed Onshore Development Area**
- 26.29.3.1 A major adverse and significant effect on landscape character is predicted during construction, operations and maintenance and decommissioning for land within the Mona Onshore Substation options due to loss of pasture or arable farmland, hedgerows, mature hedgerow trees or woodland and directly affect the landscape of the agricultural vale. LANDMAP Aspect Areas associated with substation Option 2 include DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHCL012 Vale of Clwyd Agricultural (Cultural), DNBGHGL031 Cefn Meiriadog Other (Geological) and NBGHLH023 Cefn Improved Grassland (Landscape Habitat). LANDMAP Aspect Areas associated with substation Option 7 include DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory), DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic), DNBGHCL011 St Asaph Urban Settlement (Cultural), DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) and DNBGHLH023 Cefn Improved Grassland (Landscape Habitat).
- 26.29.3.2 Potentially significant impacts may arise for a few, close proximity receptors during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of walkers using public footpath DE/105/6 west of Mona Onshore Substation Option 2 and walkers and occupiers of vehicles using the local road south of Mona Onshore Substation Option 2 at the base of Cefn Meiriadog.
- 26.29.3.3 Potentially significant impacts may arise for a few close proximity receptors during the construction, operations and maintenance, and decommissioning phases on the views from and visual amenity of equestrians and walkers using the route with public access/public bridleway DE/208/32 Northwest of Mona Onshore Substation Option 7 and walkers/cyclists and occupiers of vehicles using the local road (Cefn Lane) immediately west of Mona Onshore Substation Option 7.
- 26.29.3.4 No other significant landscape or visual effects are predicted to arise during construction, operations and maintenance and decommissioning of the Mona Proposed Onshore Development Area.

26.29.4 Summary of the cumulative effects of the Mona Offshore Wind Project

26.29.4.1 Table 26.32 and Table 26.33 present a summary of the potential cumulative seascape, landscape and visual impacts, mitigation measures and residual effects. The cumulative impacts assessed include:

- Incremental and filling cumulative effects together with existing developments of the same type
- Combined and sequential visual effects together with proposed projects.

26.29.4.2 The cumulative effects of the Mona Offshore Wind Project together with these projects on the following effects of seascape and landscape character have been assessed:

- Effects on the fabric of the seascape or landscape
- Effects on the aesthetic aspects of the seascape or landscape
- Effects on the overall character of the seascape or landscape.

26.29.4.3 Overall, it is concluded that there will be the following significant cumulative effects from the Mona Offshore Wind Project alongside other projects/plans.

Mona Array Area:

- Direct effects on the fabric of the seascape in which the Mona Array Area is located.

Mona Proposed Onshore Development Area:

- Direct effects on the fabric of the landscape in which the Mona Onshore Cable Corridor is located (during the construction phase)
- Direct effects on the fabric of the landscape in which the Mona Onshore Substation is located (during the construction phase, the operations and maintenance phase and the decommissioning phase)
- Direct effects on some views of sensitive receptors within 1km of the Mona Proposed Onshore Development Area (during construction for the Mona Onshore Cable Corridor and during all three phases for the Mona Onshore Substation).

26.29.5 Summary of the transboundary effects of the Mona Offshore Wind Project

26.29.5.1 There is no potential for significant transboundary effects regarding seascape, landscape and visual resources and receptors from the Mona Offshore Wind Project generation or transmission assets, upon the seascape of the Republic of Ireland territorial waters.

Table 26.30: Summary of potential seascape, landscape and visual effects resulting from the Mona Offshore Wind Project Generation Assets, mitigation and monitoring.

^a C=construction, O=operations and maintenance, D=decommissioning

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Mona Generation Assets – Effects on seascape/marine character areas										
Direct effects on seascape/marine character area MCA 38 Irish Sea South (the area occupied by the Mona Array Area).	✓	✓	✓	Turbines painted grey	C: High O: High D: High	C: Medium to Low O: Medium to Low D: Medium to Low	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None
Indirect effects on seascape/marine character area MCA 38 Irish Sea South	✓	✓	✓	Turbines painted grey	C: Low O: Low D: Low	C: Medium to Low O: Medium to Low D: Medium to Low	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None
Direct effects on seascape/marine character area SSZ 2 North East Wales Offshore (the area occupied by the Mona Array Area).	✓	✓	✓	Turbines painted grey	C: High O: High D: High	C: Medium to Low O: Medium to Low D: Medium to Low	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None
Indirect effects on seascape/marine character area SSZ 2 North East Wales Offshore	✓	✓	✓	Turbines painted grey	C: Medium O: Medium D: Medium	C: Medium to Low O: Medium to Low D: Medium to Low	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Indirect effects on seascape/marine character area SSZ 4 North Wales and Anglesey Outer Offshore	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: Medium O: Medium D: Medium	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Direct effects on seascape/marine character area SSZ 5 North Wales and Anglesey Outer Offshore (the area occupied by the Mona Array Area).	✓	✓	✓	Turbines painted grey	C: High O: High D: High	C: Medium to Low O: Medium to Low D: Medium to Low	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None	C: moderate to major adverse (significant) O: moderate to major adverse (significant) D: moderate to major adverse (significant)	None
Indirect effects on seascape/marine character area SSZ 5 North Wales and Anglesey Outer Offshore	✓	✓	✓	Turbines painted grey	C: Low O: Low D: Low	C: Medium to Low O: Medium to Low D: Medium to Low	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None
Mona Generation Assets – Effects on National Landscape Character Areas										
Effects on NLCA 1 Afordir Môn/Anglesey Coast	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High to Medium O: High to Medium D: High to Medium	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Effects on NLCA 8 Arfordir Gogledd Cymru/North Wales Coast	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: Medium to Low O: Medium to Low D: Medium to Low	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible to minor adverse (not significant)	None
Mona Generation Assets – Effects on visual resources and receptors										
Visual effects on special qualities of national landscape designations - Ynys Môn/Isle of Anglesey AONB	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on special qualities of national landscape designations – Eryri National Park	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on special qualities of national landscape designations – Clwydian Range and Dee Valley AONB	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on the qualifying characteristics of Registered Parks and Gardens of Special Historic Interest in Wales	✓	✓	✓	No potential for significant visual effects						
Visual effects on the qualifying characteristics of World Heritage Sites	✓	✓	✓	No potential for significant visual effects						
Visual effects on people using National Trails/Long distance paths – Wales Coast Path	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people using National Trails / Long distance paths – Offa's Dyke Path National Trail	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: Very High O: Very High D: Very High	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people using Countryside Rights of Way Act 2000 Access Land or equivalent land with public access – Anglesey and Eryri	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people using Countryside Rights of Way Act 2000 Access Land or equivalent land with public access – Great Orme's Head and Little Orne (Conwy)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: moderate to minor adverse (not significant) O: moderate adverse (not significant) D: moderate to minor adverse (not significant)	None	C: moderate to minor adverse (not significant) O: moderate adverse (not significant) D: moderate to minor adverse (not significant)	None
Visual effects on people using Countryside Rights of Way Act 2000 Access Land or equivalent land with public access – Clwydian Range and adjacent coastal areas (Denbighshire and Flintshire)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects experienced by people using Countryside Rights of Way Act 2000 Access Land, or equivalent land with public access – England	✓	✓	✓	No potential for significant visual effects						
Visual effects on people using Countryside Rights of Way Act 2000 Access Land or equivalent land with public access – Isle of Man	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people using National Cycle Routes (Wales and England)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people using National Cycle Routes (Isle of Man)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at main coastal settlement seafronts/shorelines – Anglesey and Conwy Bay, Wales	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at main coastal settlement seafronts/shorelines – Conwy Bay to Dee Estuary, Wales	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at main coastal settlement seafronts/shorelines – Northwest England	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at main coastal settlement seafronts/shorelines – Isle of Man	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people travelling along coastal roads – Wales, England and Isle of Man	✓	✓	✓	No potential for significant visual effects						
Visual effects on people travelling along coastal railways	✓	✓	✓	No potential for significant visual effects						

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people using main ferry routes	✓	✓	✓		C: Medium to Low O: Medium D: Medium to Low	C: Medium O: Medium D: Medium	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Visual effects on other marine users – commercial shipping/recreational craft and fishing vessels	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: Low O: Low D: Low	C: minor to negligible adverse (not significant) O: minor adverse (not significant) D: minor to negligible adverse (not significant)	None	C: minor to negligible adverse (not significant) O: minor adverse (not significant) D: minor to negligible adverse (not significant)	None
Visual effects on other marine users – recreational sailors	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: Medium O: Medium D: Medium	C: minor to negligible adverse (not significant) O: minor adverse (not significant) D: minor to negligible adverse (not significant)	None	C: minor to negligible adverse (not significant) O: minor adverse (not significant) D: minor to negligible adverse (not significant)	None
Visual effects on people at representative viewpoint 1 – Mynydd y Garn trig point Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.1 and B1.1a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.1)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 2 – Llanlleiana Head Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.2 and B1.2a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.2)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 3 – Mynydd Eilian Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.3 and B1.3a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.3)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 4 – Bwrdd Arthur trig point Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.4 and B1.4a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.4)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 6 – Carnedd Llewellyn Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.5 and B1.5a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.6)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: Very High O: Very High D: Very High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 7 – Great Orme's Head Annex 26.3: Visual baseline technical report, Appendix B1, Figures B1.6 and B1.6a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.7)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 8 – Mynydd y Gaer Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.7 and B1.7a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.8)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 9 – Rhyl Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.8 and B1.8a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.9)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 10 – Mynydd y Gaer Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.9 and B1.9a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.10)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 11 – Moel y Parc Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.10 and B1.10a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.11)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 12 – Wallasey embankment, Leasowe Common Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.11 and B1.11a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.12)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High to Medium O: High to Medium D: High to Medium	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 13 – Sefton Coastal Footpath at Massam's Slack/Ainsdale National Reserve, Formby Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.12 and B1.12a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.13)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 15 – Blackpool North Pier Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.13 and B1.13a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.15)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 18 – Herring Tower trig point, Langness Peninsula, Isle of Man Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.14 and B1.14a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.18)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 19 – Panoramic viewpoint at Arch southwest of Douglas Head, Isle of Man Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.15 and B1.15a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.19)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 21 – Liverpool to Dublin (Ireland) ferry No photography undertaken (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.21)	✓	✓	✓	Turbines painted grey	C: Medium to Low O: Medium D: Medium to Low	C: Medium O: Medium D: Medium	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Visual effects on people at representative viewpoint 22 – Liverpool to Douglas (Isle of Man) ferry Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.16 and B1.16a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.22)	✓	✓	✓	Turbines painted grey	C: Medium to Low O: Medium D: Medium to Low	C: Medium O: Medium D: Medium	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 23 – Heysham to Douglas (Isle of Man) ferry Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.17 and B1.17a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.23)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 24 - Bull Bay, Amlwch Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.18 and B1.18a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.24)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 25 - Moelfre headland Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.19 and B1.19a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.25)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 26 - Yr Arwydd trig point, near Mynydd Bodafon Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.20 and B1.20a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.26)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 27 - Benllech Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.21 and B1.21a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.27)	✓	✓	✓	Turbines painted grey	C: negligible O: Low D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 28 - Penmon Point Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.22 and B1.22a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.28)	✓	✓	✓	Turbines painted grey	C: negligible O: Low D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor to moderate adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 29 - Base of Moel Wnion Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.23 and B1.23a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.29)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 30 - Garreg Fawr Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.24 and B1.24a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.30)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 31 - Tal y Fan, summit Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.25 and B1.25a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.31)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 32 - Foel Lus, summit Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.26 and B1.26a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.32)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 33 - Conwy Mountain, summit Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.27 and B1.27a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.33)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 34 - Little Orme, Llandudno Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.28 and B1.28a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.34)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual effects on people at representative viewpoint 35 - Bryn Euryn Nature Reserve Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.29 and B1.29a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.35)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 36 - Bryn y Maen Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.30 and B1.30a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.36)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 37 - Pen-y-Corddyn-Mawr Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.31 and B1.31a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.37)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 38 - Moelfre Isaf Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.32 and B1.32a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.38)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 39 - Prestatyn Hillside Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.33 and B1.33a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.39)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 40 - Point of Ayr Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.34 and B1.34a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.40)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 41 - Southport Pier Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.35 and B1.35a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.41)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 43 - Car Park/Beach Front at Old Laxey, Isle of Man Annex 26.3 Visual baseline technical report, Appendix B1, Day: Figures B1.36 and B1.36a. Night: Figures B1.37 and B1.37a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.43)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the Mona Offshore Wind Project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people at representative viewpoint 47 - Llanfairfechan Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.38 and B1.38a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.47)	✓	✓	✓	Turbines painted grey	C: negligible O: Low to negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual effects on people at representative viewpoint 48 - Llandudno Annex 26.3 Visual baseline technical report, Appendix B1, Figures B1.39 and B1.39a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.48)	✓	✓	✓	Turbines painted grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Visual effects on people at representative viewpoint 49 - Douglas Bay, Isle of Man Annex 26.3 Visual baseline technical report, Appendix B1, Day: Figures B1.40 and B1.40a Night: Figures B1.41 and B1.41a (Plan 1: Baseline Wirelines of the Mona Array Area, Figure 1.49)	✓	✓	✓	Turbines painted grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None

Table 26.31: Summary of potential seascape, landscape and visual effects resulting from the Mona Proposed Onshore Development Area, mitigation and monitoring.

^a C=construction, O=operations and maintenance, D=decommissioning

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Onshore Substation Option 2 - Assessment of effects on landscape character										
Assessment of effects on the special qualities of national landscape designations										
Clwydian Range and Dee Valley AONB	✓	✓	✓	Implementation measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA	✓	✓	✓	No potential for significant effects						
Registered Parks and Gardens	✓	✓	✓	No potential for significant effects						

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Assessment of effects on LANDMAP Aspect Areas										
DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory) DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic) DNBGHGL031 Cefn Meiriadog Other (Geological) DNBGHLH023 Cefn Improved Grassland (Landscape Habitat)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.
DNBGHCL012 Vale of Clwyd Agricultural (Cultural),	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.
Visual receptor groups – Mona Onshore Substation Option 2										
Visual effects on people travelling along national trails/long distance paths – Wales Coast Path National Trail				No potential for significant effects						
Visual effects on people travelling along national trails/long distance paths – Offa's Dyke Path National Trail	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: Low to negligible D: Low to negligible	C: Very high O: Very high D: Very high	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	Five-year defects liability period.
Visual effects on people travelling along public rights of way	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: Medium D: Medium	C: High O: High D: High	C: moderate to major adverse (not significant to significant) O: moderate to major adverse (not significant to significant) moderate adverse (not significant at Year 15) D: moderate to major adverse (not significant to significant)	None	C: moderate to major adverse (not significant to significant) O: moderate to major adverse (not significant to significant) moderate adverse (not significant) at Year 15 D: moderate to major adverse (not significant to significant)	Five-year defects liability period.

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people travelling along local roads in vehicles	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: Medium D: Medium	C: Low to medium O: Low to medium D: Low to medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.
Receptors at representative viewpoint locations – onshore substation Option 2										
Representative viewpoint 2.1 – Local road north of substation site (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.1b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: Low D: Low	C: Low to medium O: Low to medium D: Low to medium	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.2 – Local road at Hendy Farm south of substation site (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.2b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: Medium D: Medium	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) minor to moderate adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) minor to moderate adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.3 – Public right of way at Pentre-mawr (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.3b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: Medium D: Medium	C: High O: High D: High	C: moderate to major adverse (not significant to significant) O: moderate to major adverse (significant) minor to moderate adverse (not significant) at Year 15 D: moderate to major adverse (not significant to significant)	None	C: moderate to major adverse (not significant to significant) O: moderate to major adverse (significant) minor to moderate adverse (not significant) at Year 15 D: moderate to major adverse (not significant to significant)	Five-year defects liability period.

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 2.4 – Public right of way at Waen-Meredydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.4b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: Low D: Low	C: High O: High D: High	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.5 – Farm track south of St Asaph Business Park (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.5b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: Low D: Low	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.6 – Bridleway at Coed Esgob (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.6b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.7 – Local road at Ty'n-y-ffordd-bach (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.7b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible D: Low	C: Low to medium O: Low to medium D: Low to medium	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	None	C: minor adverse (not significant) O minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: negligible to minor adverse (not significant)	Five-year defects liability period.

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 2.8 – Public right of way west of St Asaph (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.8b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.9 – Glascoed Road at Bryn-celyn (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.9b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: Low to medium O: Low to medium D: Low to medium	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.10 – Bridleway east of Bodelwyddan Park (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.11b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 2.11 – Rhuddlan Castle (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.11b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 12 – Offa's Dyke Path Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.12b)	✓	✓	✓	Implementation measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: Very high O: Very high D: Very high	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	Five-year defects liability period.

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 2.13 – Offa's Dyke Path Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 2.13b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: Low to negligible D: Low to negligible	C: Very high O: Very high D: Very high	C: negligible to minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: negligible to minor adverse (not significant)	Five-year defects liability period.
Onshore Substation Option 7 - Assessment of effects on landscape character										
Assessment of effects on the special qualities of national landscape designations										
Clwydian Range and Dee Valley AONB	✓	✓	✓	Implementation of primary and secondary measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.
Rhyd y Foel to Abergele SLA and Elwy and Aled Valleys SLA				No potential for significant effects						
Registered Parks and Gardens				No potential for significant effects						
Assessment of effects on LANDMAP Aspect Areas										
DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory) DNBGHHL041 Pentre-mawr Irregular Fieldscape (Historic) DNBGHL016 Bodelwyddan Undulating Lowland Hill Terrain (Geological) DNBGHLH023 Cefn Improved Grassland (Landscape Habitat)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.
DNBGHCL012 Vale of Clwyd Agricultural (Cultural)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual receptor groups – Mona Onshore Substation Option 7										
Visual effects on people travelling along national trails/long distance paths – Wales Coast Path National Trail	✓	✓	✓	No potential for significant effects						
Visual effects on people travelling along national trails/long distance paths – Offa's Dyke Path National Trail	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: Low to negligible D: Low to negligible	C: Very high O: Very high D: Very high	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	Five-year defects liability period.
Visual effects on people travelling along public rights of way	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25	C: High O: High D: High	C: High O: High D: High	C: major adverse (significant) O: major adverse (significant) D: major adverse (significant)	None	C: major adverse (significant) O: major adverse (significant) D: major adverse (significant)	Five-year defects liability period.
Visual effects on people travelling along local roads in vehicles	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five-year defects liability period.
Receptors at representative viewpoint locations – Mona Onshore Substation Option 7										
Representative viewpoint 3.1 – Local road south of substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.1b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3.2 – Local road west of substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.2b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	Five-year defects liability period.

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 3.3 – Local road north of substation Option on south edge of St Asaph (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.3b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3.4 – Bridleway west of substation Option 7 (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.4b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High D: High	C: High O: High D: High	C: major adverse (significant) O: major adverse (significant) moderate to major adverse (significant) at Year 15 D: major adverse (significant)	None	C: major adverse (significant) O: major adverse (significant) moderate to major adverse (significant) at Year 15 D: major adverse (significant)	Five-year defects liability period.
Representative viewpoint 3.5 – Cwttir Lane (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.5b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: Low to medium O: Low to medium D: Low to medium	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse Not significant	Five-year defects liability period.
Representative viewpoint 3.6 – Local road at Isfryn (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.6b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: Low D: Low	C: Low to medium O: Low to medium D: Low to medium	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3.7 – Public right of way/local road at Bedd-y-cawr (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.7b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible D: negligible	C: Low to High O: Low to High D: Low to High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	Five-year defects liability period.

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 3.8 – Local road at Wigfair Hall (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.8b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: Low D: Low	C: Low to medium O: Low to medium D: Low to medium	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3.9 – Offa's Dyke Path National Trail, Moel Maenefa (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.9b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: Low to negligible D: Low to negligible	C: Very high O: Very high D: Very high	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3.10 – Offa's Dyke Path, Pen-y-Mynydd (Plan 3: Wirelines of the Mona Proposed Onshore Development Area, Figure 3.10b)	✓	✓	✓	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: Low to negligible D: Low to negligible	C: Very high O: Very high D: Very high	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor to moderate adverse (not significant) negligible to minor adverse (not significant) at Year 15 D: minor to moderate adverse (not significant)	Five-year defects liability period.

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							

Onshore cable corridor - Assessment of effects on landscape character

Assessment of effects on LANDMAP Aspect Areas

DNBGHGL031 Cefn Meiriadog Other (Geological)	✓	✓	*	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium	C: Medium	C: moderate adverse (not significant)	None	C: moderate adverse (not significant)	Five-year defects liability period.
DNBGHLH023 Cefn Improved Grassland (Landscape Habitat)					O: negligible	O: Medium	O: negligible to minor adverse (not significant)		O: negligible to minor adverse (not significant)	
CNWLH004 Abergele grassland mosaic (Landscape Habitat)										
CNWLH034 Kinmel Park woods (Landscape Habitat)										
CNWVS062 (Llandulas coast (Visual and Sensory)										
CNWGL048 Abergele (Geological)										
CNWGL052 Penmaen Rhos to Kimmel Bay coast(Geological)										
CNWLH032 Conwy east foreshore (Historic), CNWLH051 Gwrych Castle (Historic)										
CNWVS023 Dulas Lowlands (Visual and Sensory)										
CNWVS070 Abergele Coastal Plain (Visual and Sensory),										
DNBGHGL016 Bodelwyddan (Geological), DNBGHHL041 Pentremawr (Historic), DNBGHVS014 Area North and East of Bodelwyddan (Visual and Sensory)										
DNBGHVS033 Cefn Estate Mosaic Rolling Lowland (Visual and Sensory)										

Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
DNBGHCL011 Str Asaph Urban Settlement (Cultural) DNBGHCL012 Vale of Clwyd Agricultural (Cultural) CNWCL012 Coastal slopes (Cultural) CNWCL018 Conwy uplands (Cultural), CNWGL047 Tower Hill (Geological) CNWGL050 Betws yn Rhos (Geological) CNWHL080 Rhyd-y-foel (Historic) CNWLH035 Kinmel parkland (Landscape Habitat) CNWVS020 Kinmel Manor environs (Visual and Sensory) CNWVS021 Cefn yr Ogorf and environs (Visual and Sensory) CNWVS052 Llandudno to Kinmel Bay intertidal (Visual and Sensory) DNBGHVS037 Limestone Valley-Cefn (Visual and Sensory) CNWLH039 Gwrych castle wood and mosaic (Landscape Habitat)	✓	✓	*	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: negligible	C: High O: High	C: moderate to major adverse (significant) O: negligible to minor adverse (not significant)	None	C: moderate to major adverse (significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.

Assessment of effects on the special qualities of national landscape designations

Clwydian Range and Dee Valley AONB	✓	✓	*	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: negligible O: negligible	C: High O: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.
Rhyd y Foel to Abergele SLA	✓	✓	*	Implementation measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium O: negligible	C: Medium O: Medium	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	None	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.
Gwrych Castle Historic Park and Garden	✓	✓	*	Implementation measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Medium to low O: negligible	C: High O: High	C: moderate adverse (not significant) O: negligible to minor adverse (not significant)	None	C: moderate adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.

Effects experienced by visual receptor groups

Assessment of effects experienced by people travelling along public rights of way and local roads	✓	✓	*	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to High O: Low to High	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	None	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.
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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual effects on people travelling along national trails/long distance paths – Wales Coast Path National Trail	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: High O: High	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	None	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.
Visual effects on people travelling along national trails/long distance paths – Offa's Dyke Path National Trail	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low to negligible O: negligible	C: Very high O: Very high	C: minor to moderate adverse (not significant) O: minor adverse (not significant)	None	C: minor to moderate adverse (not significant) O: minor adverse (not significant)	Five-year defects liability period.

Receptors at representative viewpoint locations – onshore cable corridor

Representative viewpoint 4.1 (section 2 of cable route) – Public right of way/Tan y Gopa Road	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to high O: Low to high	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	None	C: minor to moderate adverse (not significant) O: negligible to minor adverse (not significant)	Five-year defects liability period.
Representative viewpoint 4.2 (section 4 of cable route) – Roman Road/B5381 east of Moelfre	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to medium O: Low	C: minor adverse (not significant) O: negligible adverse (not significant)	None	C: minor adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.
Representative viewpoint 3 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low O: Low to medium	C: minor adverse (not significant) O: negligible adverse (not significant)	None	C: minor adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.
Representative viewpoint 4.4 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction	✓	✓	✗	Implementation of primary and secondary measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to medium O: Low	C: minor adverse (not significant) O: negligible adverse (not significant)	None	C: minor adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.
Representative viewpoint 4.5 (section 6 of cable route) – Roman Road/B5381 at Glascoed Road junction	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to medium O: Low to medium	C: minor adverse (not significant) O: negligible adverse (not significant)	None	C: minor adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.

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Seascape, landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Representative viewpoint 4.6 (section 8 of cable route) – Cefn Lane at Ty'n-y-coed access road junction	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: Low O: negligible	C: Low to medium O: Low to medium	C: minor adverse (not significant) O: negligible adverse (not significant)	None	C: minor adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.
Representative viewpoint 4.7 (section 1 of cable route) – Abergele Road/A547 (Section 1 of cable route near offshore cable landfall)	✓	✓	✗	Implementation of measures set out in Table 26.26, within the areas shown on Figure 26.25 Hydrological, Ecological and Landscape Management Plan	C: High O: High	C: Low to medium O: Low to medium	C: minor to moderate adverse (not significant) O: negligible adverse (not significant)	None	C: minor to moderate adverse (not significant) O: negligible adverse (not significant)	Five-year defects liability period.

Table 26.32: Summary of potential cumulative environmental effects arising from the Mona Offshore Wind Project generation assets, mitigation and monitoring.

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Tier 1										
Landscape fabric	✓	✓	✓	Colour of wind turbines to be grey	C: No change O: No change D: No change	N/A	N/A	N/A	N/A	N/A
Seascape fabric (within Mona Array Area straddling parts of MCA 38, SSZ 2 and SSZ 5)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible to no change O: negligible to no change D: negligible to no change	C: Medium to Medium to low O: Medium to Medium to low D: Medium to Medium to low	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Landscape – aesthetic aspects and overall character Eryri National Park No potential for significant additional cumulative landscape effects to arise outside nationally designated areas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible to no change O: negligible to no change D: negligible to no change	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Landscape – aesthetic aspects and overall character Anglesey AONB No potential for significant additional cumulative landscape effects to arise outside nationally designated areas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible to no change O: negligible to no change D: negligible to no change	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Landscape – aesthetic aspects and overall character Clwydian Range and Dee Valley AONB No potential for significant additional cumulative landscape effects to arise outside nationally designated areas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible to no change O: negligible to no change D: negligible to no change	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Landscape – qualifying characteristics of World Heritage Sites and Registered Historic Parks and Gardens	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Seascape – aesthetic aspects and overall character MCA 38 Irish Sea South No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: Medium to low O: Medium to low D: Medium to low	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Seascape – aesthetic aspects and overall character SSZ 2	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low	C: Medium to low O: Medium to low	C: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area					D: Low to negligible	D: Medium to low	O: minor adverse (not significant) D: negligible to minor adverse (not significant)		O: minor adverse (not significant) D: negligible to minor adverse (not significant)	
Seascape – aesthetic aspects and overall character SSZ 4 No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Seascape – aesthetic aspects and overall character SSZ 5 No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: Medium to low O: Medium to low D: Medium to low	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual receptors – national trails – Wales Coast Path	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Medium to low D: Low	C: High O: High D: High	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Visual receptors – national trails – Offa’s Dyke Path	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual receptors – Isle of Man trails – Raad ny Foillan Coastal Path	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Benllech, Anglesey	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Medium to low D: Low	C: High O: High D: High	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Llandudno	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor to moderate adverse (not significant) D: minor adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Abergele, Rhyl, Prestatyn	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
							D: negligible to minor adverse (not significant)		D: negligible to minor adverse (not significant)	
Visual receptors – main settlement seafronts/popular destinations – Blackpool	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Douglas and Laxey	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual receptors – main coastal roads and railways (North Wales) – A547 and A55 North Wales Expressway, mainline railway between Manchester/Liverpool and Hollyhead	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Low D: Low	C: Low O: Low D: Low	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible to minor adverse (not significant) D: negligible to minor adverse (not significant)	None
Visual receptors – main ferry routes – Liverpool to Douglas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible to no change O: negligible to no change D: negligible to no change	C: Medium O: Medium D: Medium	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – main ferry routes – Liverpool to Dublin	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Medium D: Low	C: Medium O: Medium D: Medium	C: minor adverse (not significant) O: moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: moderate adverse (not significant) D: minor adverse (not significant)	None
Representative Cumulative VP 3 Mynydd Eilian (Anglesey AONB and Wales Coast Path)	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Medium to low D: Low	C: High O: High D: High	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Representative Cumulative VP 7 Great Orme, Llandudno (Y Gogarth/Great Orme Country Park)	✓	✓	✓	Colour of wind turbines to be grey	C: Low to negligible O: Low D: Low to negligible	C: High O: High D: High	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None	C: minor to moderate adverse (not significant) O: moderate adverse (not significant) D: minor to moderate adverse (not significant)	None
Representative Cumulative VP 15 Blackpool North Pier	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant)	None	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
							D: negligible or minor adverse (not significant)		D: negligible or minor adverse (not significant)	
Representative Cumulative VP 19 Douglas Head, Isle of Man (Raad ny Foillan Coastal Path)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None
Representative Cumulative VP 28 Penmon Point (Anglesey AONB and Wales Coast Path)	✓	✓	✓	Colour of wind turbines to be grey	C: Low O: Medium/low D: Low	C: High O: High D: High	C: minor or moderate adverse (not significant) O: moderate adverse (not significant) D: minor or moderate adverse (not significant)	None	C: minor or moderate adverse (not significant) O: moderate adverse (not significant) D: minor or moderate adverse (not significant)	None
Tier 2										
Landscape fabric	✓	✓	✓	Colour of wind turbines to be grey	C: No change O: No change D: No change	N/A	N/A	N/A	N/A	N/A
Seascape fabric (within Mona Array Area straddling parts of MCA 38, SSZ 2 and SSZ 5)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: Medium/Medium to low O: Medium/Medium to low D: Medium/Medium to low	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Landscape – aesthetic aspects and overall character Eryri National Park No potential for significant additional cumulative landscape effects to arise outside nationally designated areas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Landscape – aesthetic aspects and overall character Anglesey AONB No potential for significant additional cumulative landscape effects to arise outside nationally designated areas	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Landscape – aesthetic aspects and overall character Clwydian Range and Dee Valley AONB	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
No potential for significant additional cumulative landscape effects to arise outside nationally designated areas					D: negligible/no change					
Landscape – qualifying characteristics of World Heritage Sites and Registered Historic Parks and Gardens	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Seascape – aesthetic aspects and overall character MCA 38 Irish Sea South – area occupied by/adjacent to Mona Array Area No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Medium O: High/medium D: Medium	C: Medium/Medium to low O: Medium/Medium to low D: Medium/Medium to low	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None
Seascape – aesthetic aspects and overall character SSZ 2 North East Wales Offshore – area occupied by/adjacent to Mona Array Area No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Medium O: High/medium D: Medium	C: Medium/Medium to low O: Medium/Medium to low D: Medium/Medium to low	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None
Seascape – aesthetic aspects and overall character SSZ 4 4 North Wales and North Anglesey Offshore – area adjacent to Mona Array Area No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Medium O: High/medium D: Medium	C: Medium/Medium to low O: Medium/Medium to low D: Medium/Medium to low	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None
Seascape – aesthetic aspects and overall character SSZ 5 North Wales and Anglesey Outer Offshore – area occupied by/adjacent to Mona Array Area No potential for significant additional cumulative effects to arise on other seascape units in the SLVIA study area	✓	✓	✓	Colour of wind turbines to be grey	C: Medium O: High/medium D: Medium	C: Medium/Medium to low O: Medium/Medium to low D: Medium/Medium to low	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual receptors – national trails – Wales Coast Path	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – national trails – Offa’s Dyke Path	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – Isle of Man trails – Raad ny Foillan Coastal Path	✓	✓	✓	Colour of wind turbines to be grey	C: Low/negligible O: Low D: Low/negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor or moderate adverse (not significant) D: minor adverse (not significant)	None	C: minor adverse (not significant) O: minor or moderate adverse (not significant) D: minor adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Benllech, Anglesey	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Llandudno	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Abergele, Rhyl, Prestatyn	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Blackpool	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None
Visual receptors – main settlement seafronts/popular destinations – Douglas and Laxey	✓	✓	✓	Colour of wind turbines to be grey	C: Low/negligible O: Low D: Low/negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor or moderate adverse (not significant)	None	C: minor adverse (not significant) O: minor or moderate adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
							D: minor adverse (not significant)		D: minor adverse (not significant)	
Visual receptors – main coastal roads and railways (North Wales) – A547 and A55 North Wales Expressway, mainline railway between Manchester/Liverpool and Hollyhead	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: Low O: Low D: Low	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Visual receptors – Manx Electric Railway, Isle of Man	✓	✓	✓	Colour of wind turbines to be grey	C: Low/negligible O: Low D: Low/negligible	C: Medium O: Medium D: Medium	C: negligible or minor adverse (not significant) O: minor adverse (not significant) D: negligible or minor adverse (not significant)	None	C: negligible or minor adverse (not significant) O: minor adverse (not significant) D: negligible or minor adverse (not significant)	None
Visual receptors – main ferry routes – Liverpool to Douglas	✓	✓	✓	Colour of wind turbines to be grey	C: Medium O: High/medium D: Medium	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: moderate or major adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate or major adverse (significant during operation) D: moderate adverse (not significant)	None
Visual receptors – main ferry routes – Liverpool to Dublin	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: Medium O: Medium D: Medium	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Representative Cumulative VP 3 Mynydd Eilian (Anglesey AONB and Wales Coast Path)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Representative Cumulative VP 7 Great Orme, Llandudno (Y Gogarth/Great Orme Country Park)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Representative Cumulative VP 15 Blackpool North Pier	✓	✓	✓	Colour of wind turbines to be grey	C: negligible O: negligible D: negligible	C: High O: High D: High	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None	C: negligible or minor adverse (not significant) O: negligible or minor adverse (not significant) D: negligible or minor adverse (not significant)	None
Representative Cumulative VP 19 Douglas Head, Isle of Man (Raad ny Foillan Coastal Path)	✓	✓	✓	Colour of wind turbines to be grey	C: Low/negligible O: Low D: Low/negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor or moderate adverse (not significant)	None	C: minor adverse (not significant) O: minor or moderate adverse (not significant)	None

Description of effect	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
							D: minor adverse (not significant)		D: minor adverse (not significant)	
Representative Cumulative VP 28 Penmon Point (Anglesey AONB and Wales Coast Path)	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None
Tier 3										
All impact categories All landscape and seascape receptors	✓	✓	✓	Colour of wind turbines to be grey	C: negligible/no change O: negligible/no change D: negligible/no change	C: High O: High D: High	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None

Table 26.33: Summary of potential cumulative environmental effects arising from the Mona Proposed Onshore Development Area, mitigation, and monitoring.

^a C=construction, O=operational and maintenance, D=decommissioning

Landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Filling and Incremental cumulative effects with existing energy infrastructure/major projects										
Clwydian Range and Dee Valley AONB: Aesthetic aspects Overall character	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low O: negligible D: negligible	C: Very high O: Very high D: Very high	C: moderate adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: moderate adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	Five year defects liability period.
Rhyd y Foel to Abergele Special Landscape Area: Fabric of landscape elements and features Aesthetic aspects Overall character	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25 and reinstatement of hedgerows where open-cut techniques used for cable laying	C: Low O: negligible D: negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.
Elwy and Aled Valleys Special Landscape Area: Aesthetic aspects and overall character	✓	✓	✓	Implementation of primary and secondary measures set out in Table 26.25, within the areas shown on Figure 26.25	C: negligible O: negligible D: negligible	C: Medium O: Medium D: Medium	C: negligible to minor adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible to minor adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.
LANDMAP Visual and Sensory Aspect Areas: Fabric of landscape elements and features Aesthetic aspects Overall character	✓	✓	✓	None on the footprint of the substation itself. Within the landscape mitigation area - Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25 and reinstatement of hedgerows where open-cut techniques used for cable laying	C: Medium (fabric of the landscape). Low (aesthetic aspect and overall character) O: Low (all three impacts) D: Low (all three impacts)	C: Medium O: Medium D: Medium	C: moderate adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	None	C: moderate adverse (not significant) O: minor adverse (not significant) D: minor adverse (not significant)	Five year defects liability period.
Visual receptors – Users of public rights of way and cyclists using local roads (within 1km of the Mona Proposed Onshore Development Area assets)	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low to negligible O: Low to negligible D: Low to negligible	C: High (walkers) Medium (cyclists) O: High (walkers) Medium (cyclists) D: High (walkers) Medium (cyclists)	C: moderate to minor adverse (not significant) O: moderate to negligible adverse (not significant) D: moderate to negligible adverse (not significant)	None	C: moderate to minor adverse (not significant) O: moderate to negligible adverse (not significant) D: moderate to negligible adverse (not significant)	Five year defects liability period.
Visual receptors – National Trails/Long-distance paths - Users of the Wales Coast Path	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low O: negligible D: negligible	C: High O: High D: High	C: moderate to minor adverse (not significant) O: minor to negligible adverse (not significant) D: negligible adverse (not significant)	None	C: moderate to minor adverse (not significant) O: minor to negligible adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.

Landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
Visual receptors – National Trails/Long-distance paths – Users of the Offa's Dyke Path National Trail	✓	✓	✓	Implementation of primary and secondary measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low O: Low D: Low	C: Very high O: Very high D: Very high	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five year defects liability period.
Visual receptors - Visitors to the Clwydian Range and Dee Valley AONB	✓	✓	✓	Implementation of primary and secondary measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low O: Low D: Low	C: High O: High D: High	C: moderate to minor adverse (not significant) O: moderate to minor adverse (not significant) D: moderate to minor adverse (not significant)	None	C: moderate to minor adverse (not significant) O: moderate to minor adverse (not significant) D: moderate to minor adverse (not significant)	Five year defects liability period.
Combined and sequential cumulative effects with Tier 1 projects										
Clwydian Range and Dee Valley AONB: Aesthetic aspects Overall character	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Medium to low O: Low D: Low	C: Very high O: Very high D: Very high	C: major (aesthetic aspects only) to moderate adverse (significant to not significant) O: moderate adverse (not significant) C: moderate adverse (not significant)	None	C: major (aesthetic aspects only) to moderate adverse (significant to not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five year defects liability period.
Rhyd y Foel to Abergele Special Landscape Area: Fabric of landscape elements and features Aesthetic aspects Overall character	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25 and reinstatement of hedgerows where open-cut techniques used for cable laying	C: negligible O: negligible to None D: negligible	C: Medium O: Medium D: Medium	C: negligible adverse (not significant) O: negligible adverse to No Change (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse to No Change (not significant) D: negligible adverse (not significant)	Five year defects liability period.
Elwy and Aled Valleys Special Landscape Area: Aesthetic aspects Overall character	✓	✓	✓	Implementation measures set out in Table 26.25, within the areas shown on Figure 26.25	C: negligible O: negligible D: negligible	C: Medium O: Medium D: Medium	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.
LANDMAP Visual and Sensory Aspect Areas: Fabric of landscape elements and features Aesthetic aspects Overall character	✓	✓	✓	None on the footprint of the substation itself. Within the landscape mitigation area - Implementation of primary and secondary measures set out in Table 26.25, within the areas shown on Figure 26.25 and reinstatement of hedgerows where open-cut techniques used for cable laying	C: Low to negligible O: negligible D: negligible	C: Medium O: Medium D: Medium	C: minor to negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	None	C: minor to negligible adverse (not significant) O: negligible adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.
Visual receptors – Users of public rights of way and cyclists using local roads	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Medium	C: High (walkers) Medium (cyclists)	C: major to moderate adverse (significant to not significant)	None	C: major to moderate adverse (significant to not significant)	Five year defects liability period.

Landscape and visual resources and receptors	Phase ^a			Measures adopted as part of the project	Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O	D							
(within 1km of the Mona Proposed Onshore Development Area assets)					O: Medium to Low D: Medium to Low	O: High (walkers) Medium (cyclists) D: High (walkers) Medium (cyclists)	O: moderate to minor adverse (not significant) D: moderate to minor adverse (not significant)		O: moderate to minor adverse (not significant) D: moderate to minor adverse (not significant)	
Visual receptors – National Trails/Long-distance paths - Users of the Wales Coast Path	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low O: negligible D: negligible	C: High O: High D: High	C: minor adverse (not significant) O: minor adverse (not significant) D: negligible adverse (not significant)	None	C: minor adverse (not significant) O: minor adverse (not significant) D: negligible adverse (not significant)	Five year defects liability period.
Visual receptors – National Trails/Long-distance paths – Users of the Offa's Dyke Path National Trail	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Medium to Low O: Low D: Low	C: Very high O: Very high D: Very high	C: major to moderate adverse (significant to not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: major to moderate adverse (significant to not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five year defects liability period.
Visual receptors - Visitors to the Clwydian Range and Dee Valley AONB	✓	✓	✓	Implementation of measures set out in Table 26.25, within the areas shown on Figure 26.25	C: Low to medium O: Low D: Low	C: High O: High D: High	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	None	C: moderate adverse (not significant) O: moderate adverse (not significant) D: moderate adverse (not significant)	Five year defects liability period.

26.30 Next steps

- 26.30.1.1 Further fieldwork will be undertaken to capture winter photography of the Mona Onshore Substations. The fieldwork will also take any additional viewpoint locations that arise out of the responses to the PEIR, where it is considered appropriate. The night-time photography will also be completed, to inform the assessment of the night-time effects, to be completed in the Environmental Statement.
- 26.30.1.2 Wirelines for all the representative viewpoints will be generated. These will include the OSPs within the Mona Array Area.
- 26.30.1.3 Once the photography has been updated/captured photomontages will be generated, these will be reproduced together with the existing panorama and the wireline overlaid on the photograph, at the correct size following *Landscape Institute Technical Guidance Note 06/19 Visual representation of development proposals*
- 26.30.1.4 The assessment will be revised to include any additions arising from the additional fieldwork and further visualisation.
- 26.30.1.5 The SLVIA CEA will be updated, should further information be published on Tier 2 and Tier 3 projects.
- 26.30.1.6 Any revisions to planning policy and guidance will be incorporated in the Environmental Statement.

26.31 References

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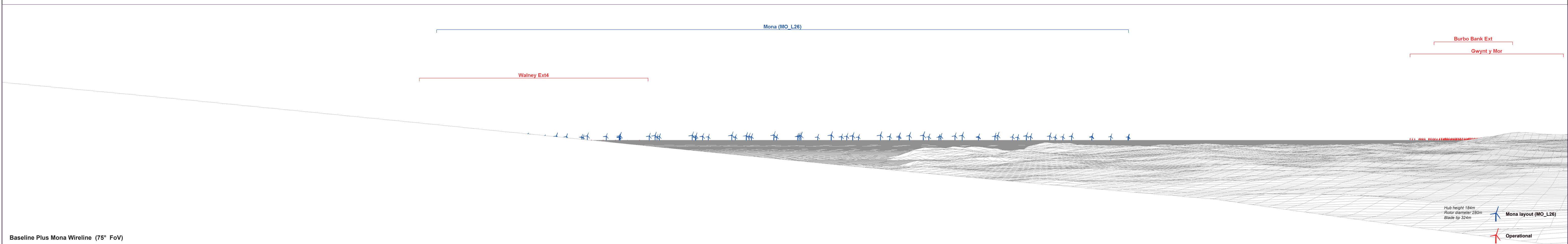
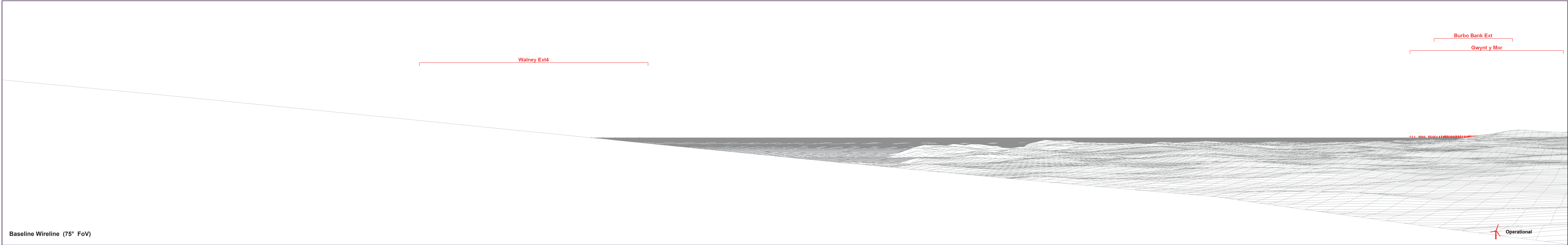
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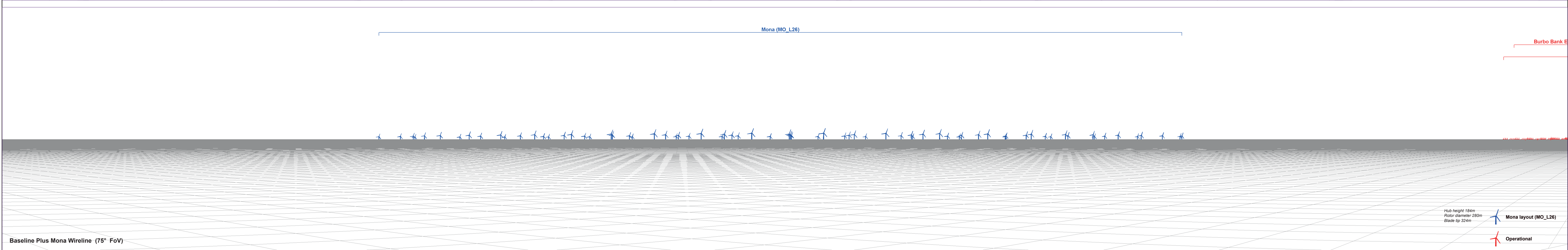
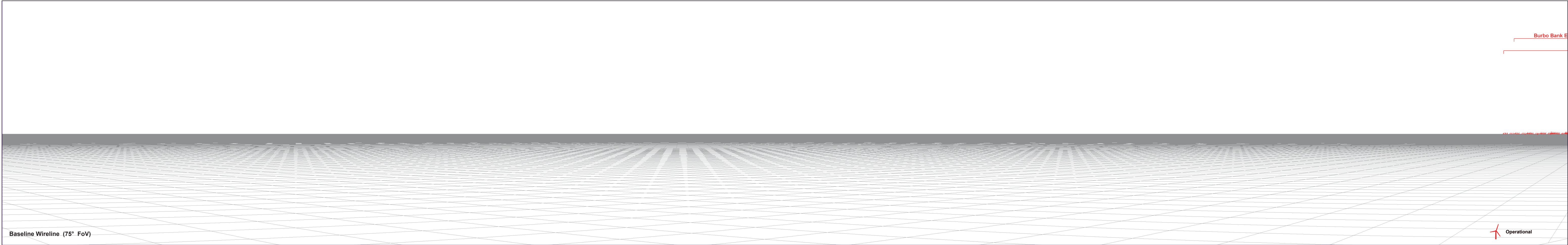
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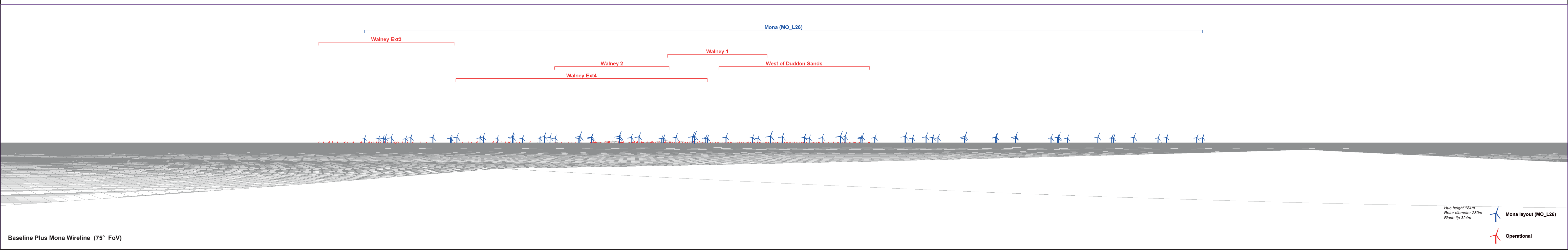
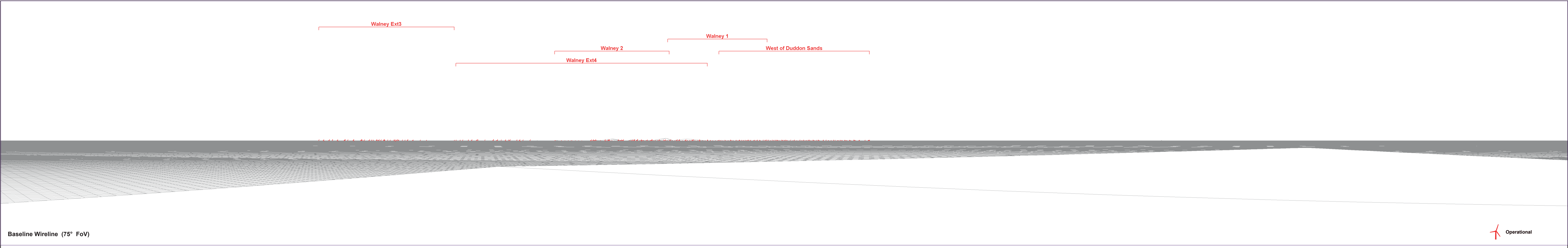
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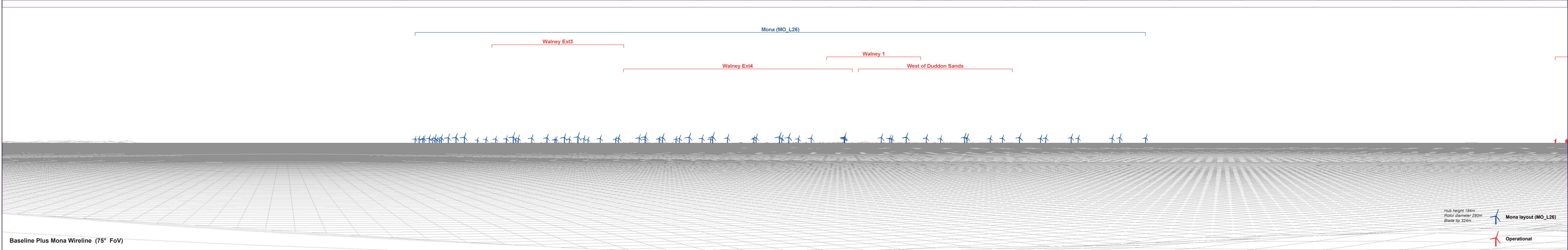
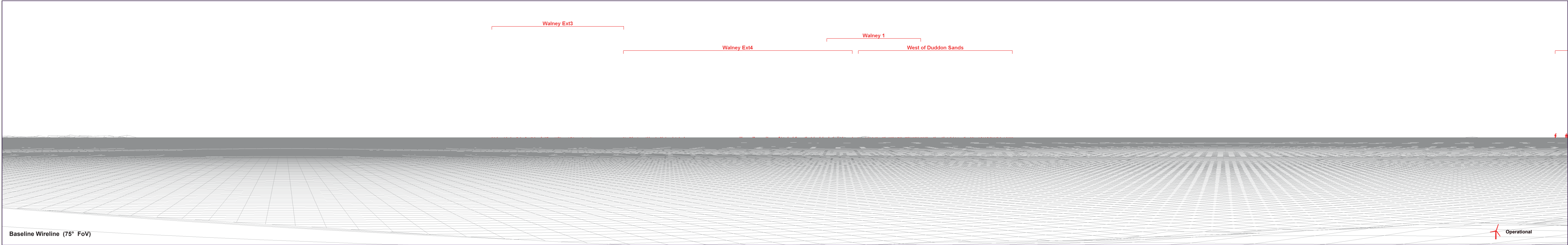
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Plan 1: Baseline Wirelines of the Mona Array Area



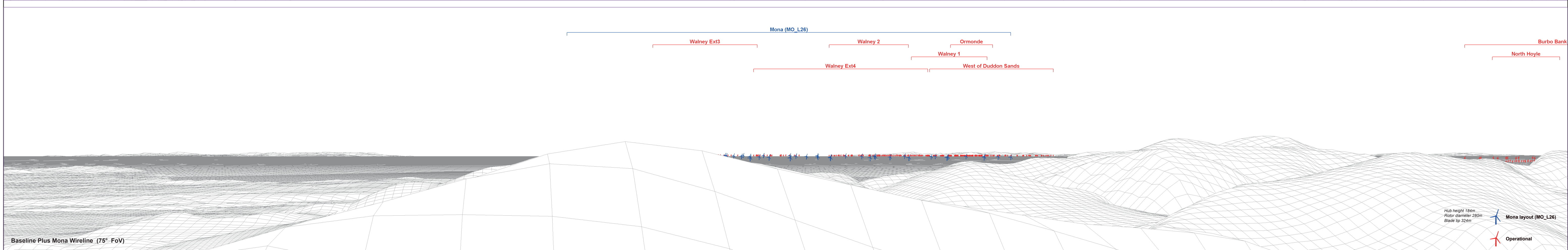
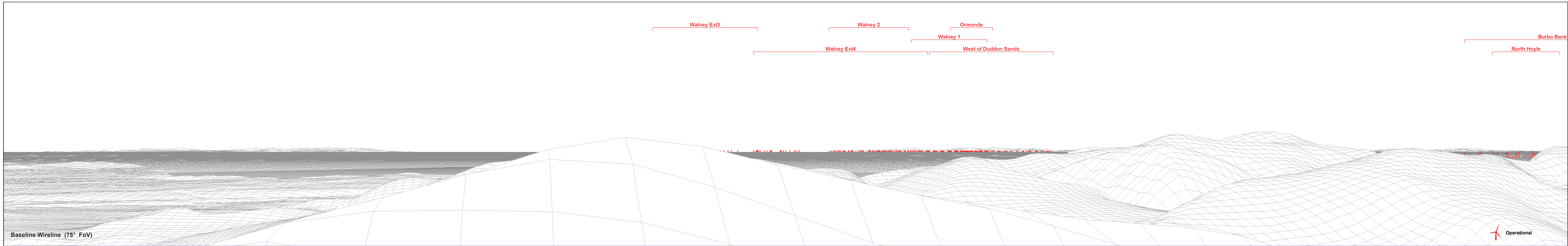


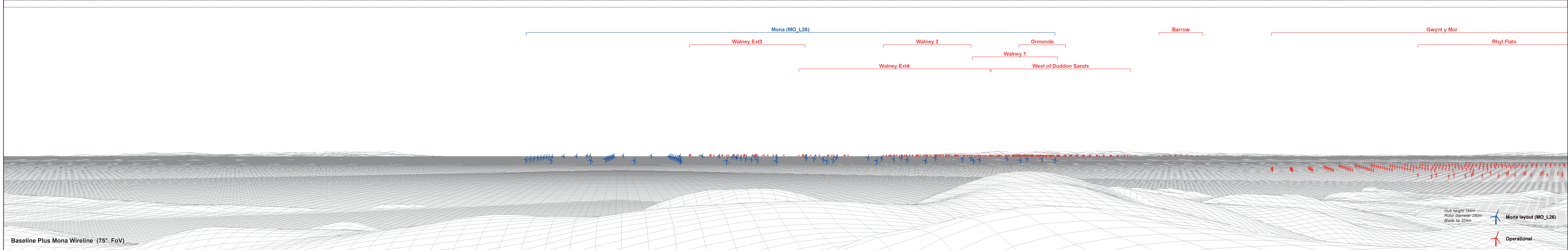
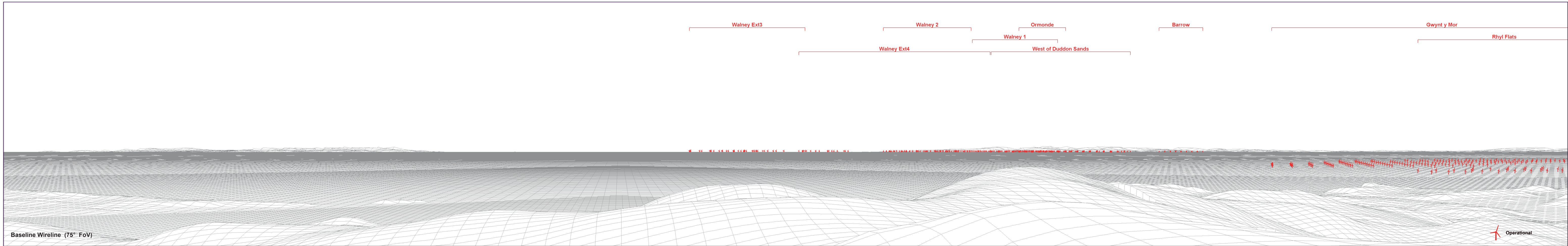


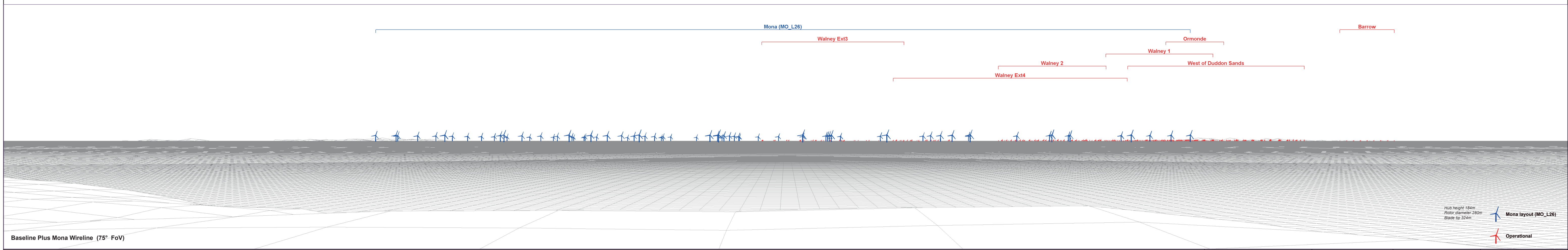
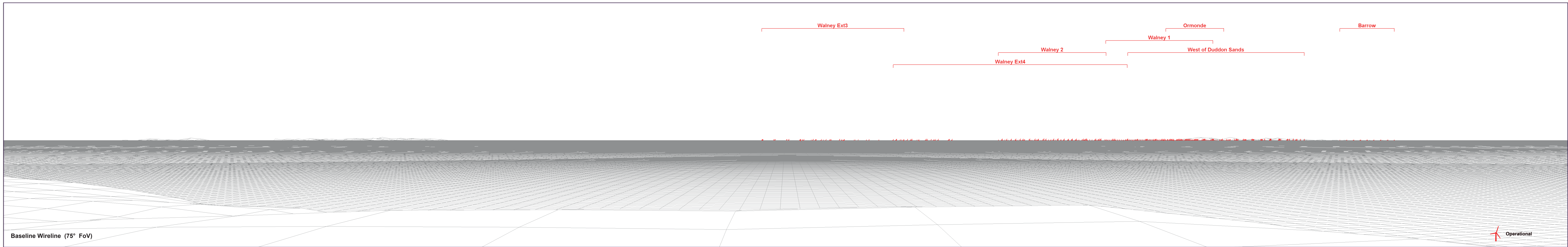


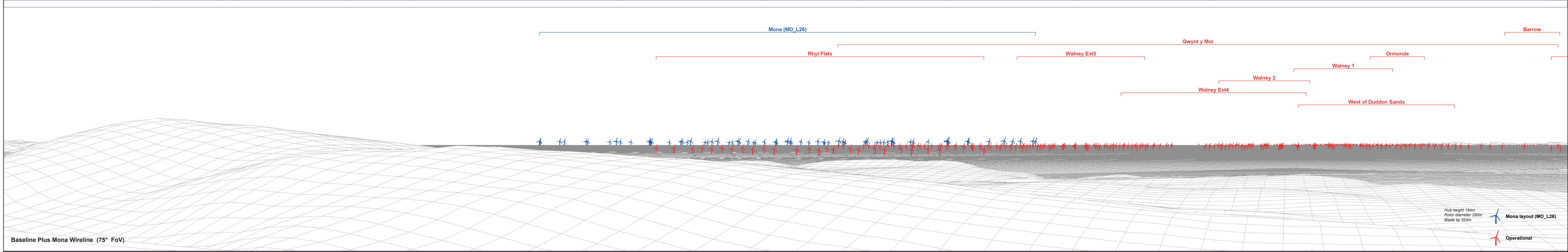
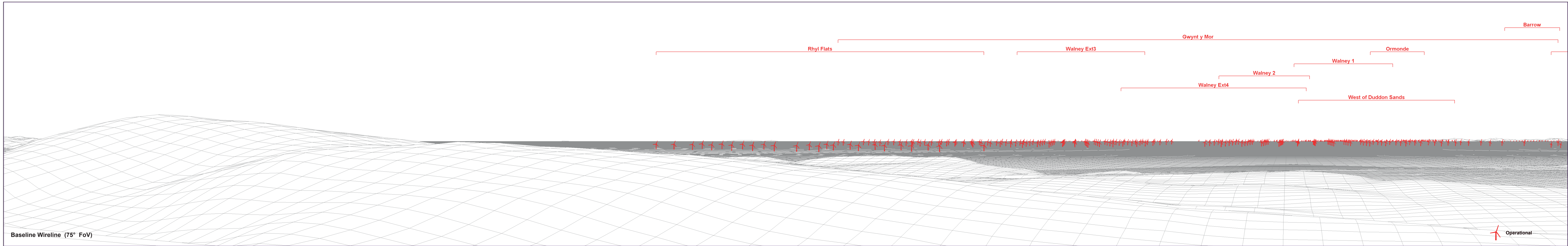
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Rotor diameter 280m
Blade tip 324m

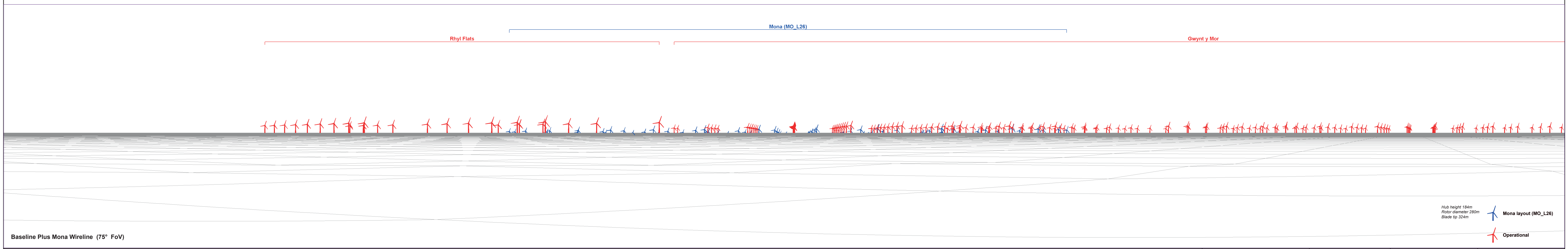
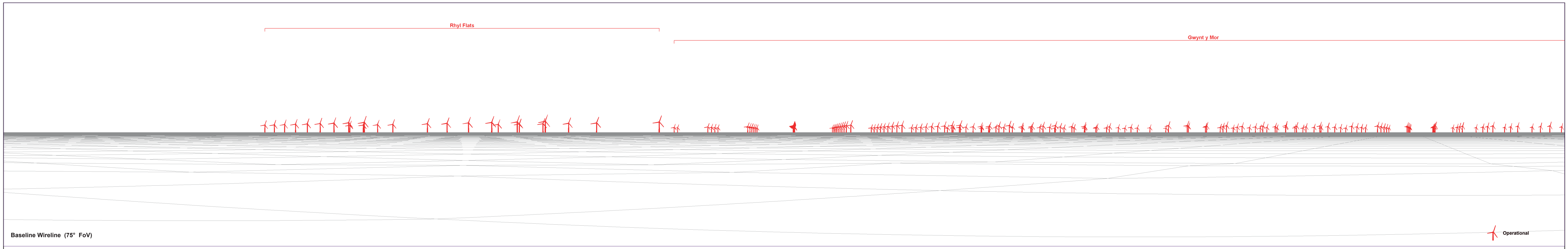
Mona layout (MO_L26)

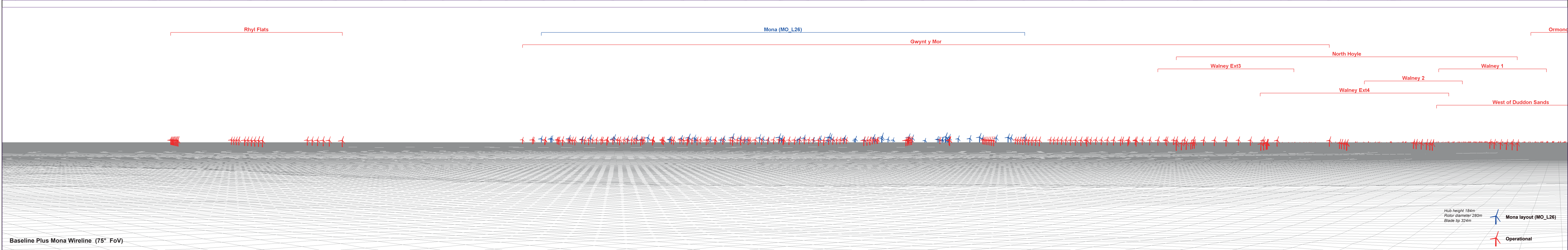
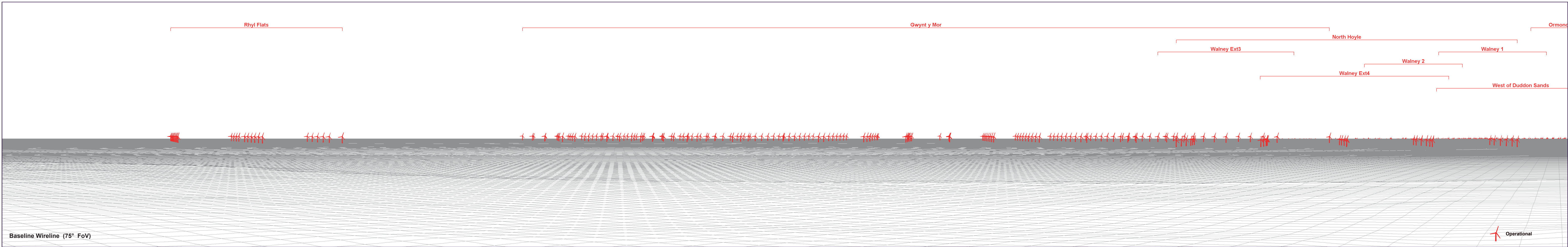


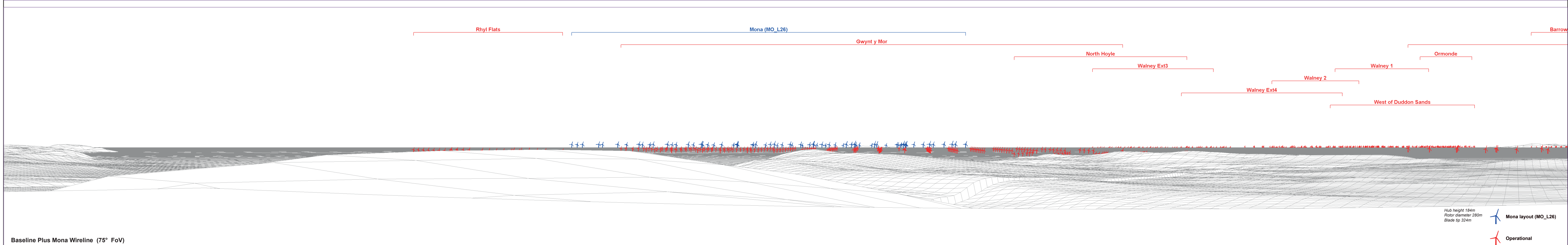
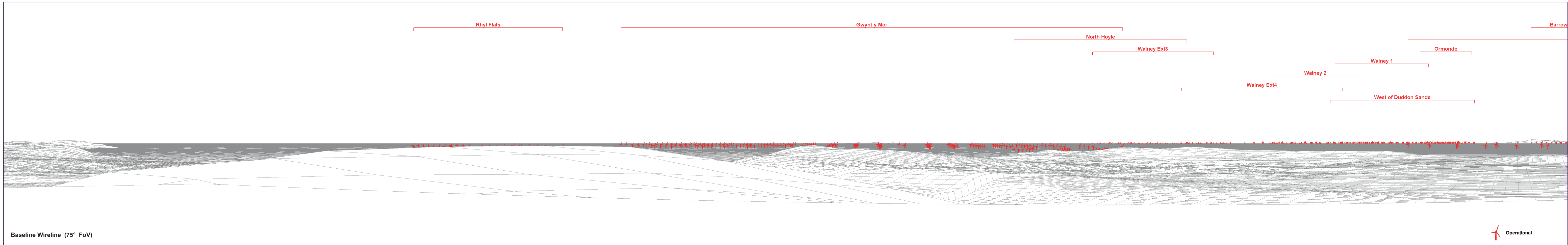


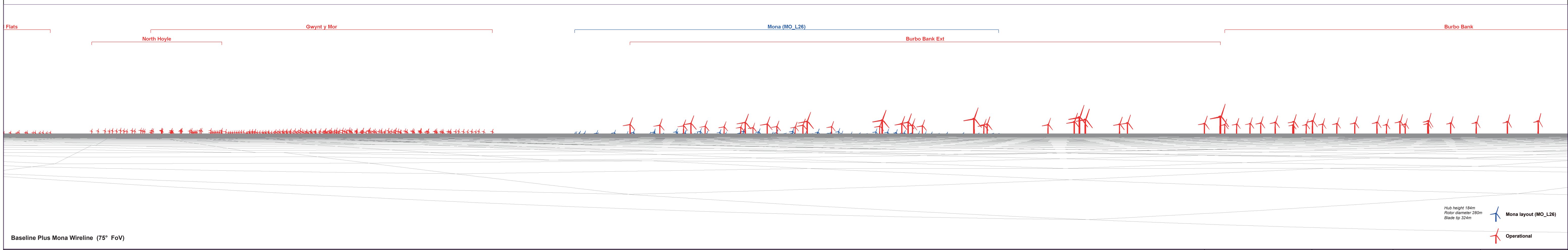
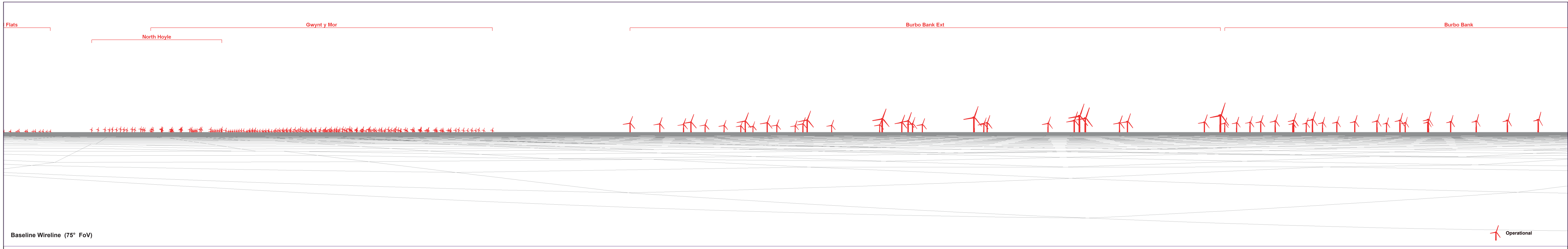


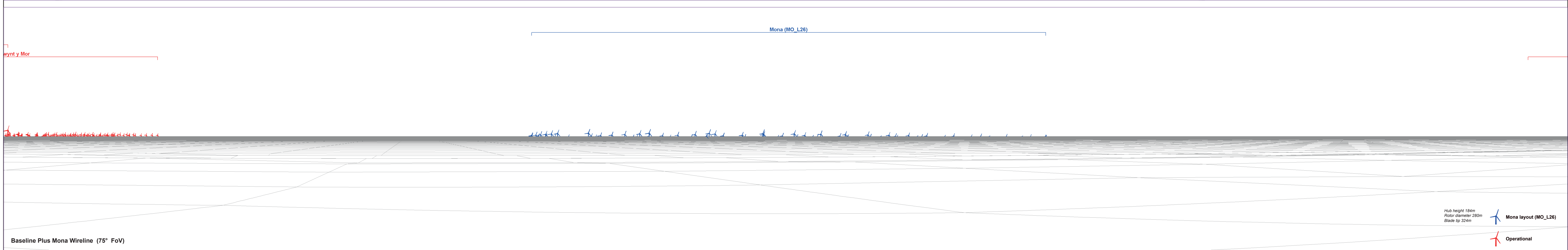
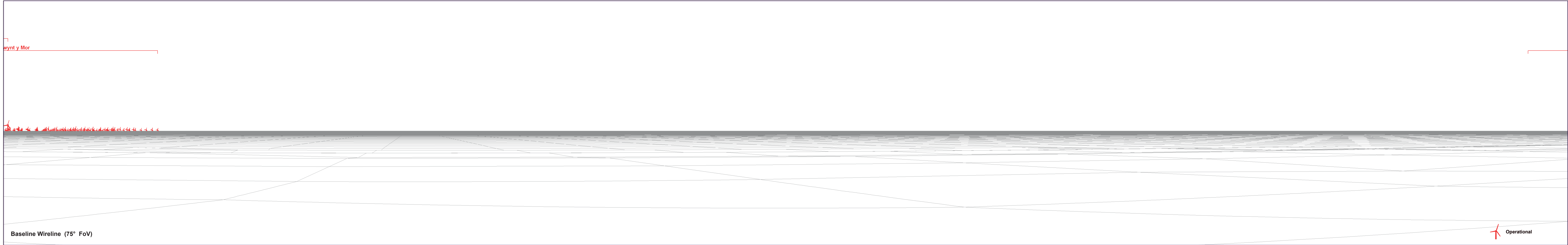


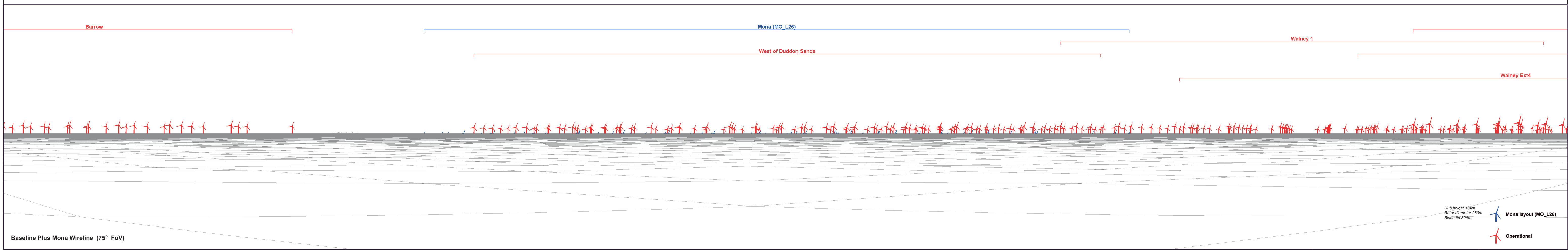
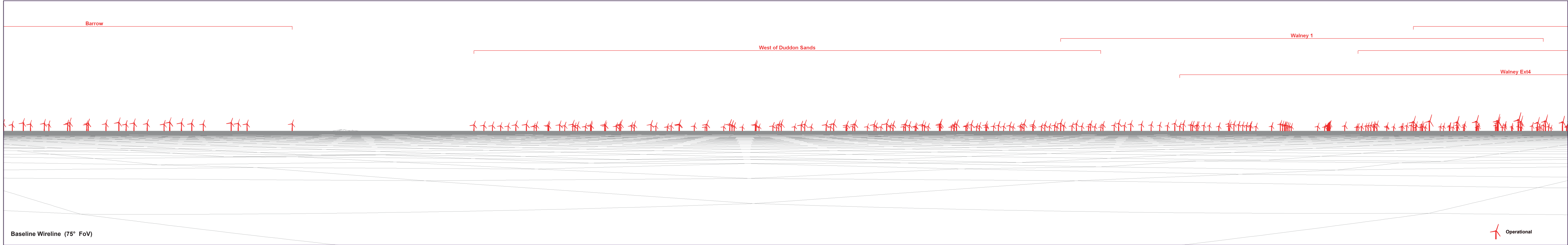


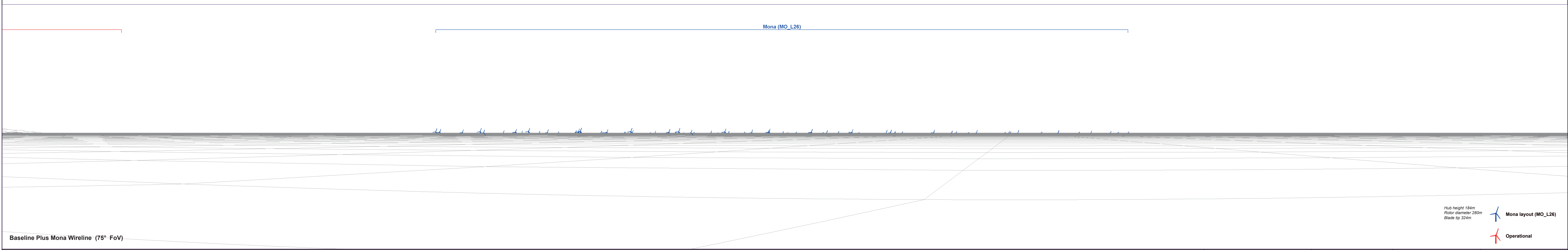
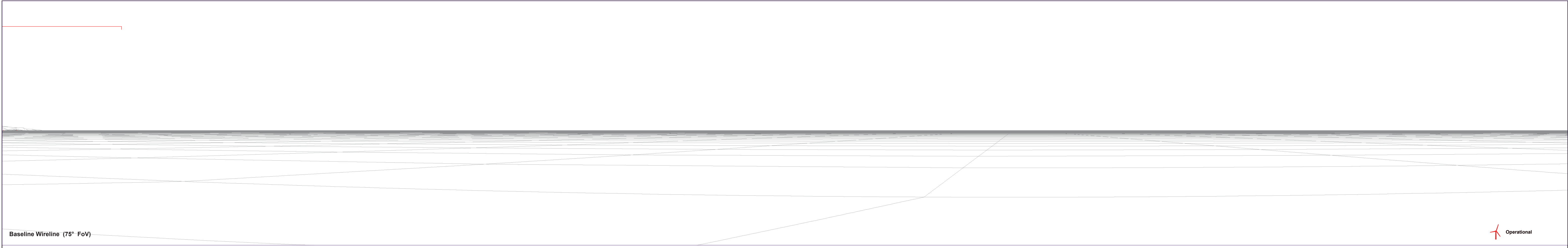


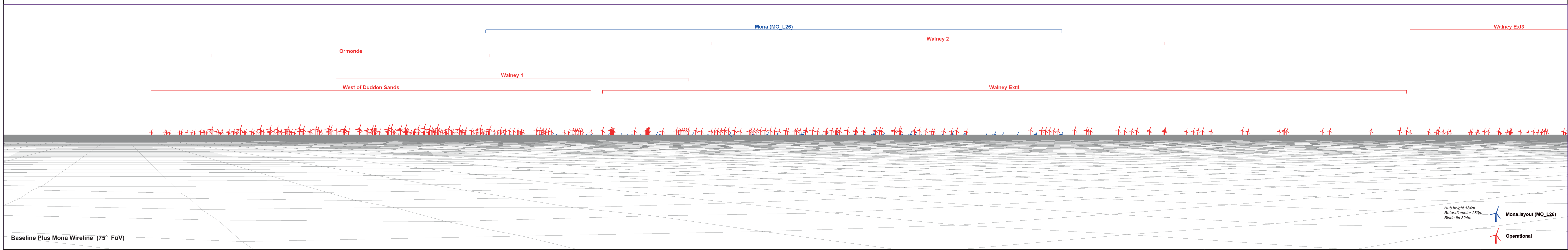
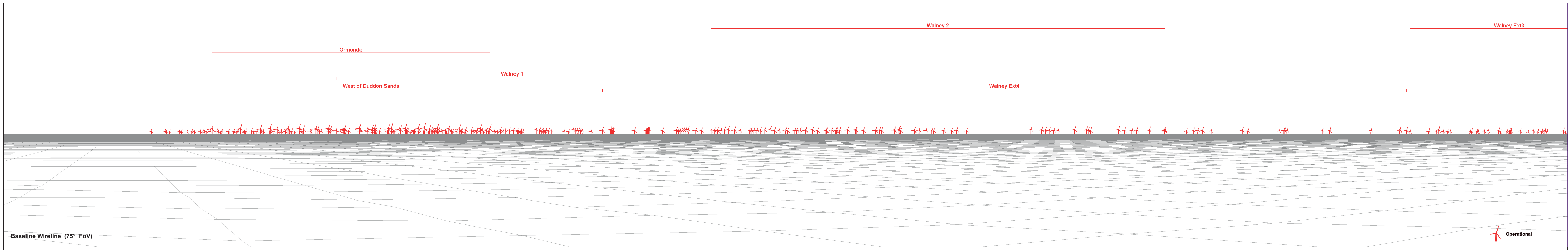


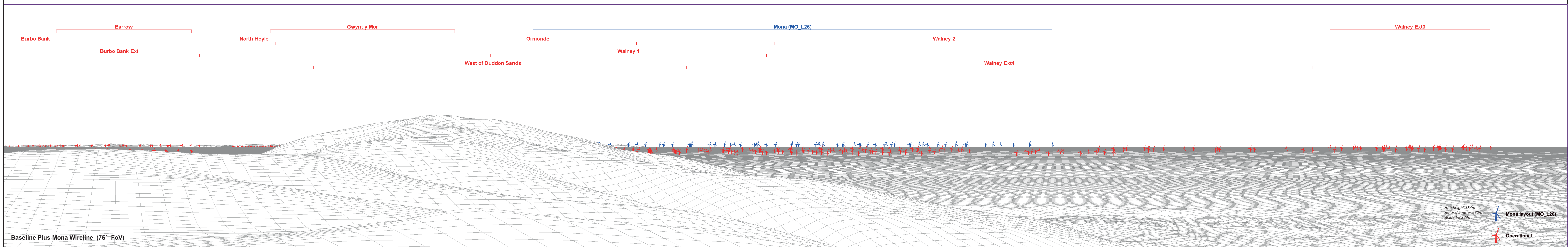
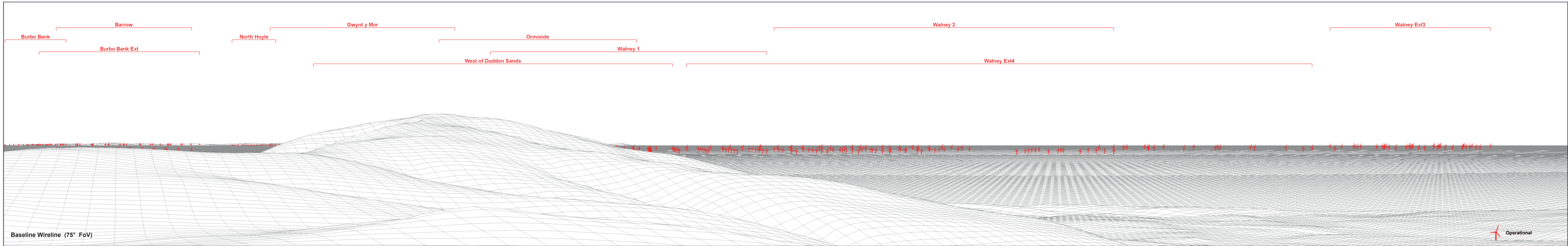


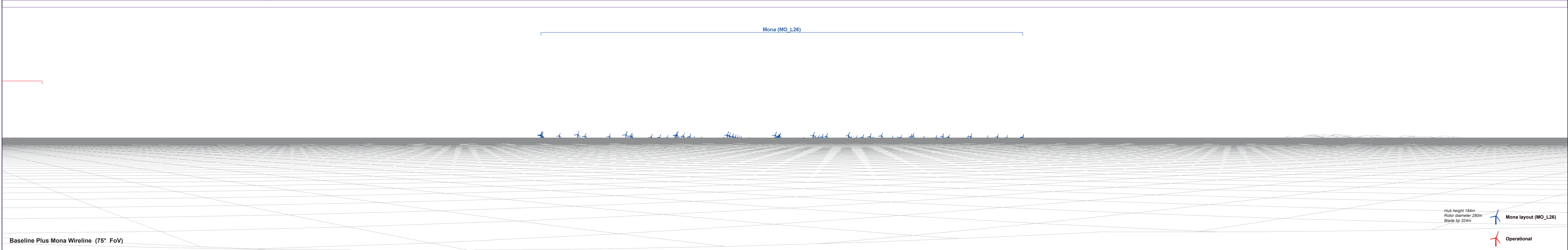
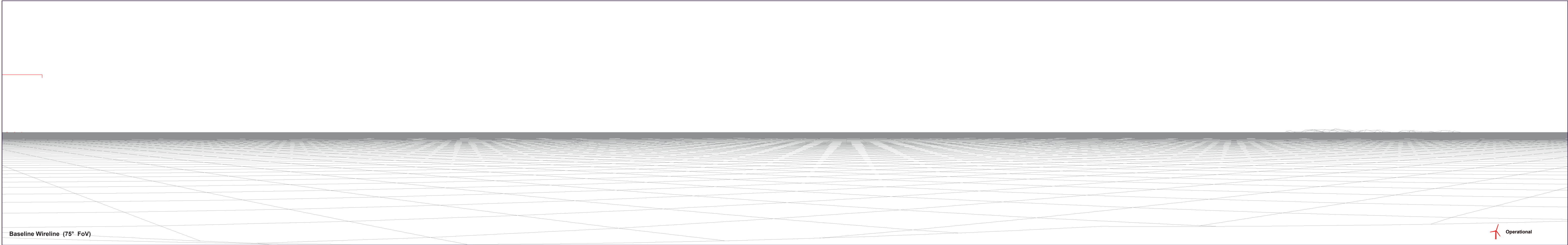


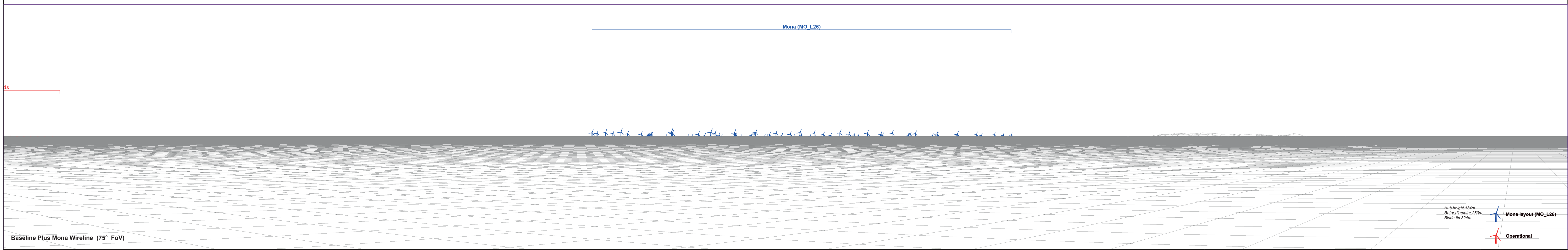
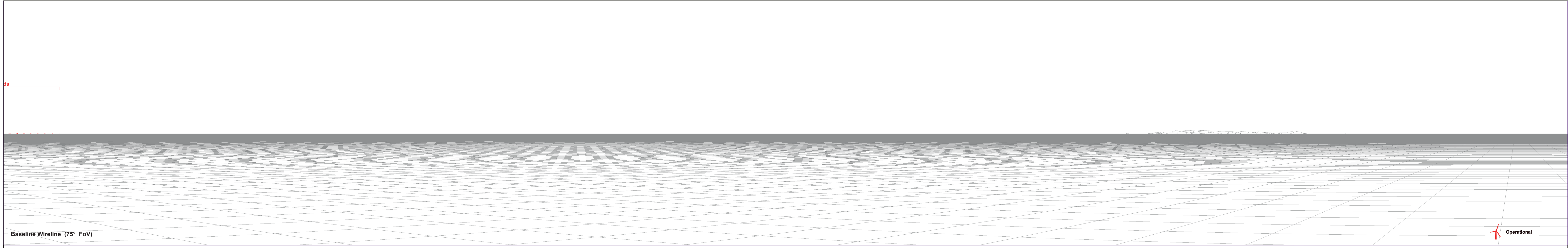


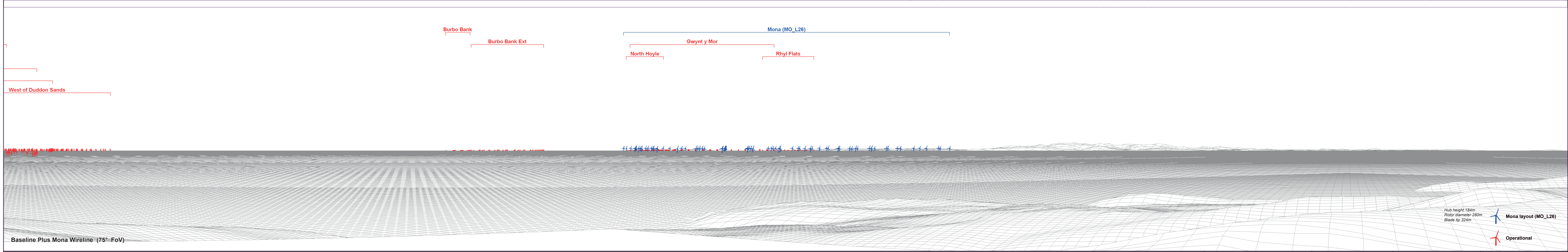
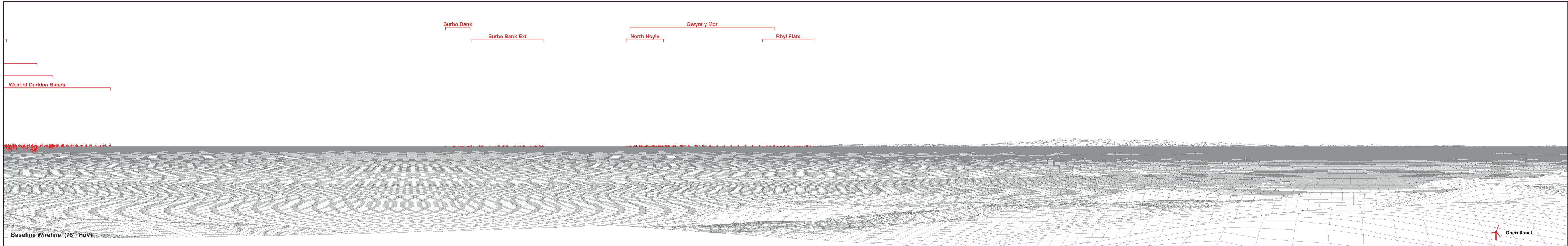


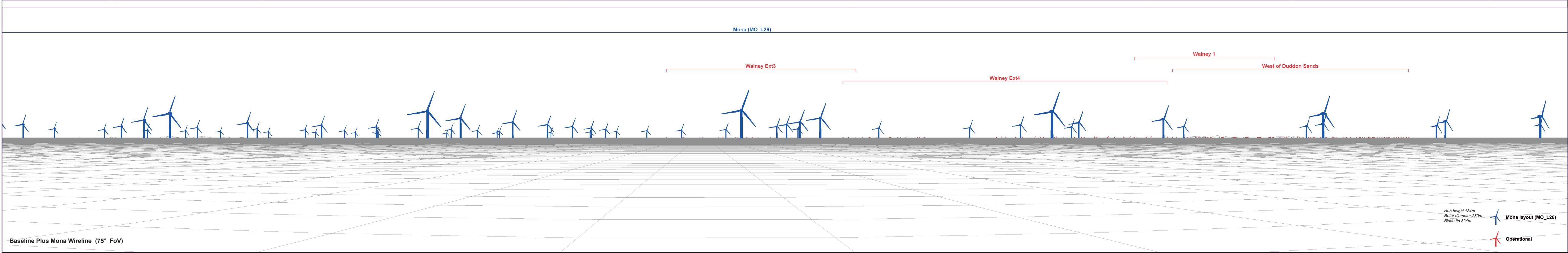
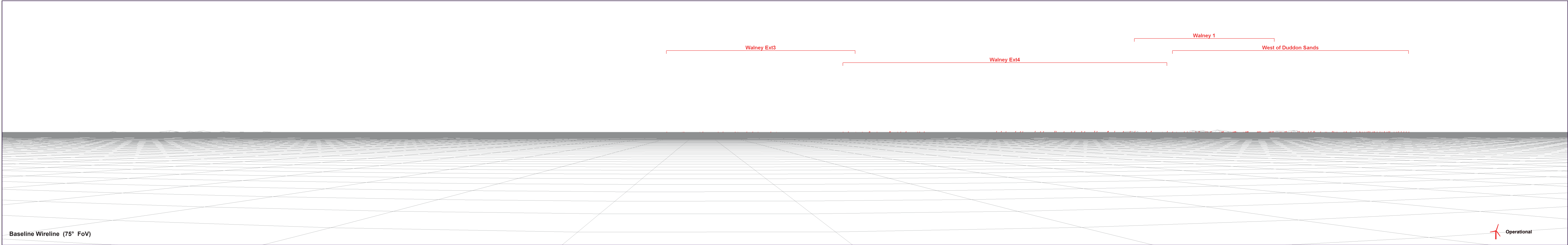


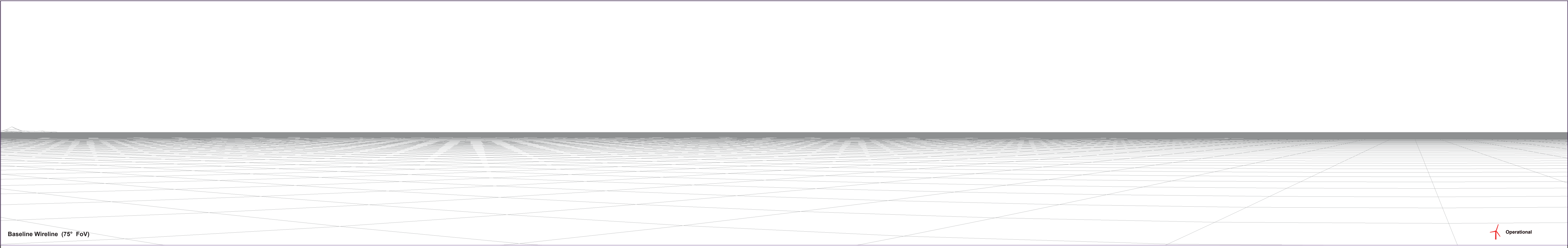







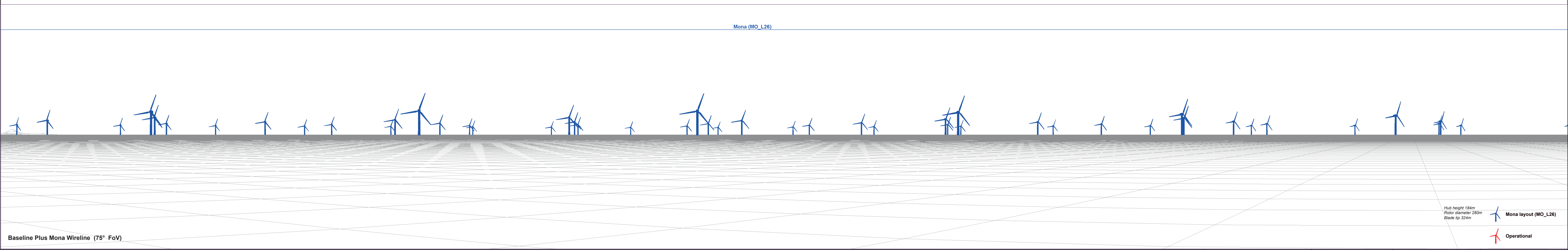






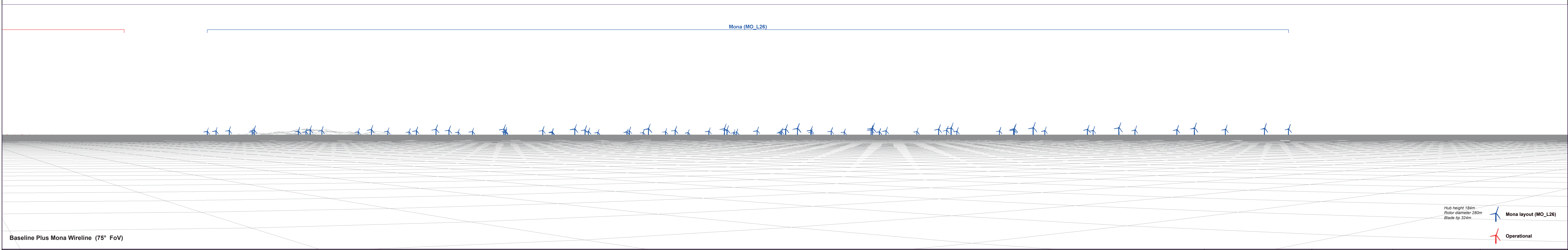
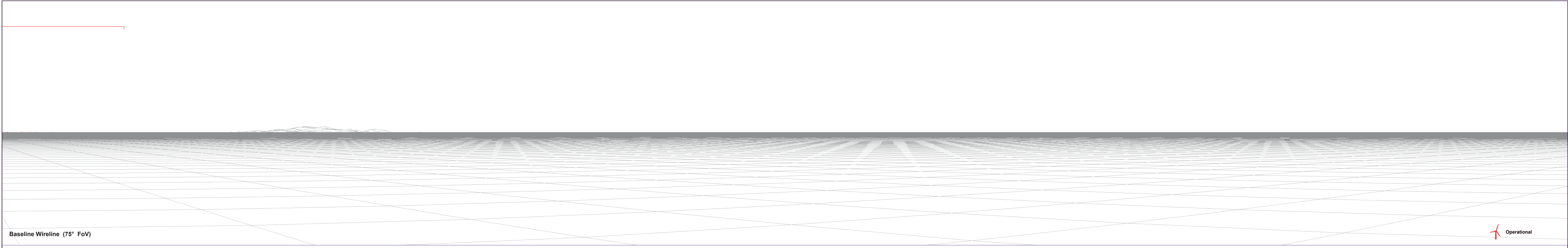
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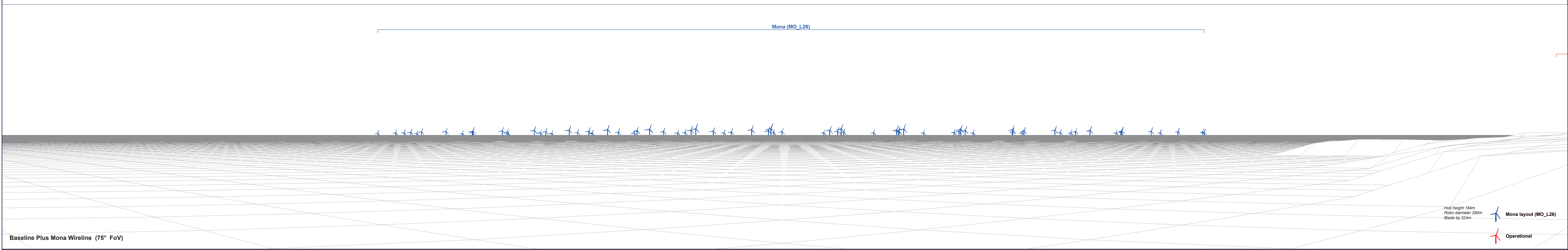
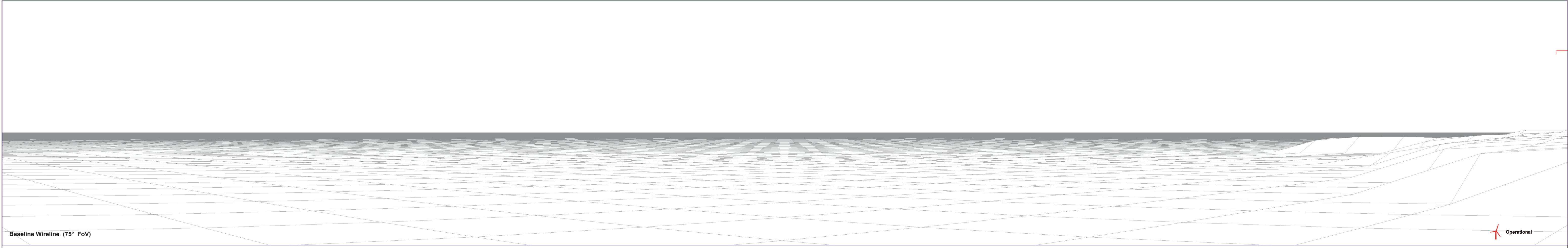
Mona (MO_L26)

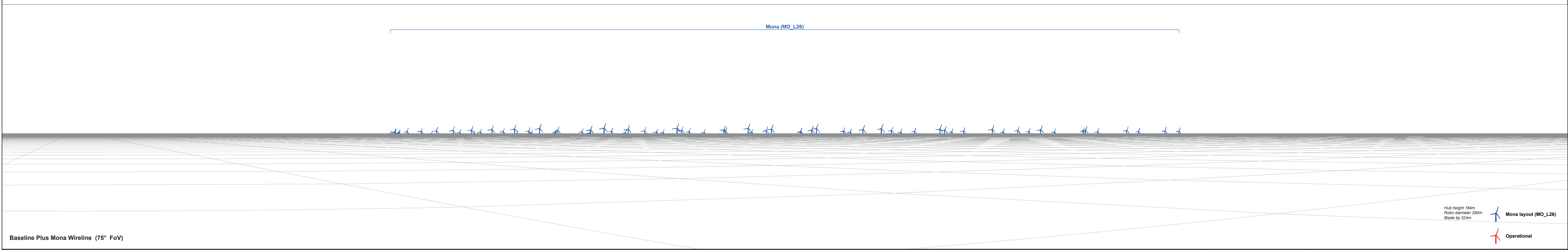


Hub height 184m
Rotor diameter 280m
Blade tip 324m  Mona layout (MO_L26)

 Operational

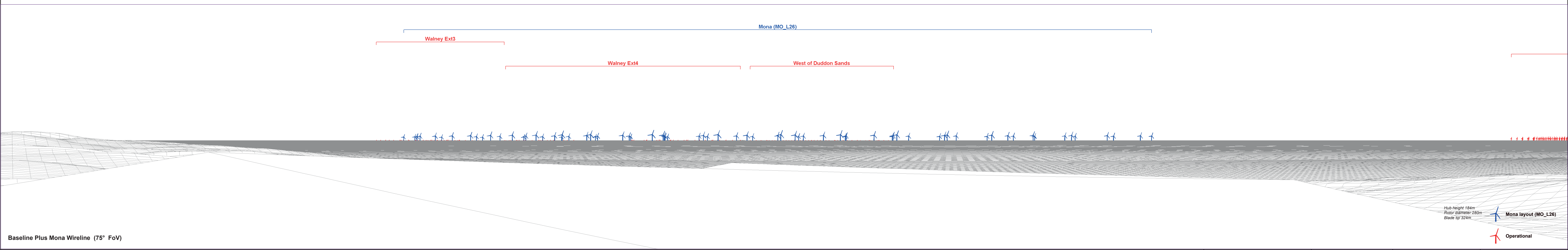
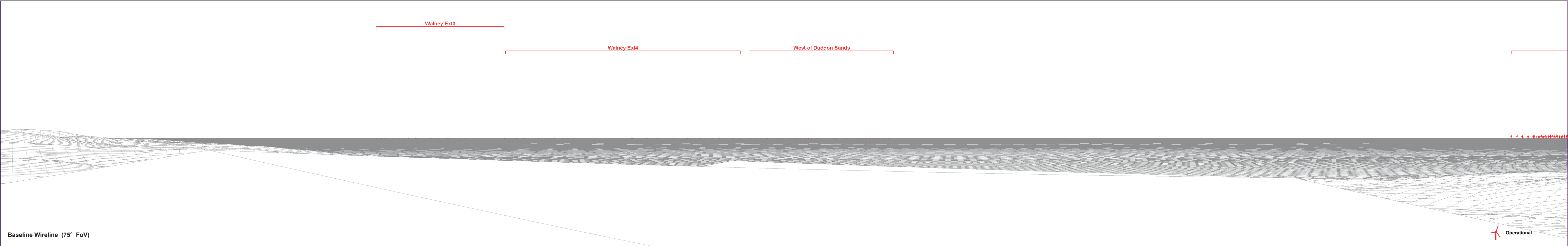


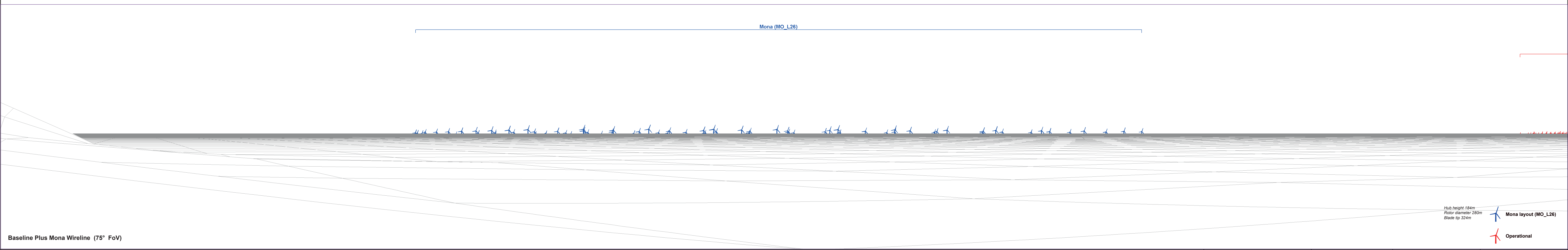
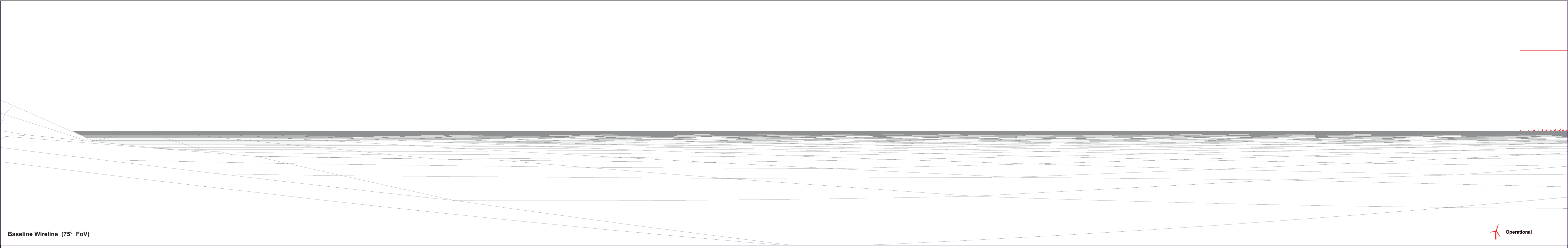


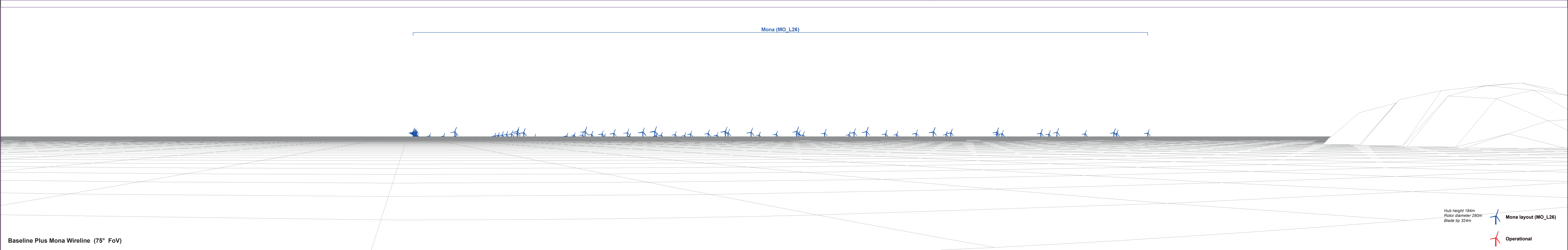
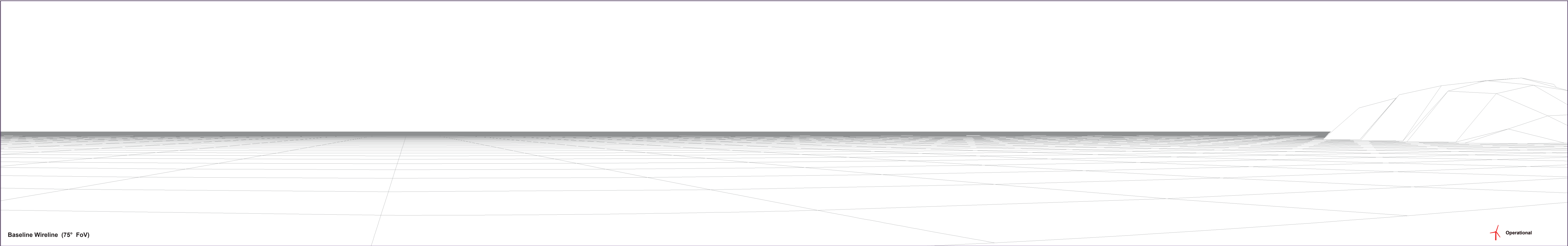


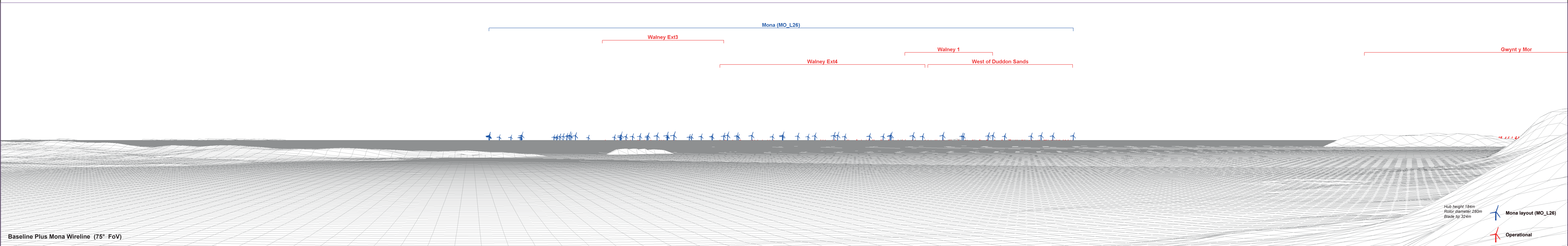
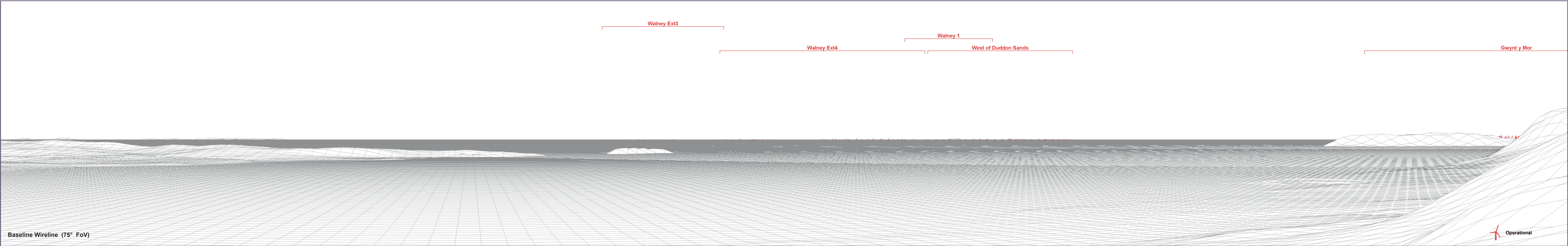
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Blade tip 324m

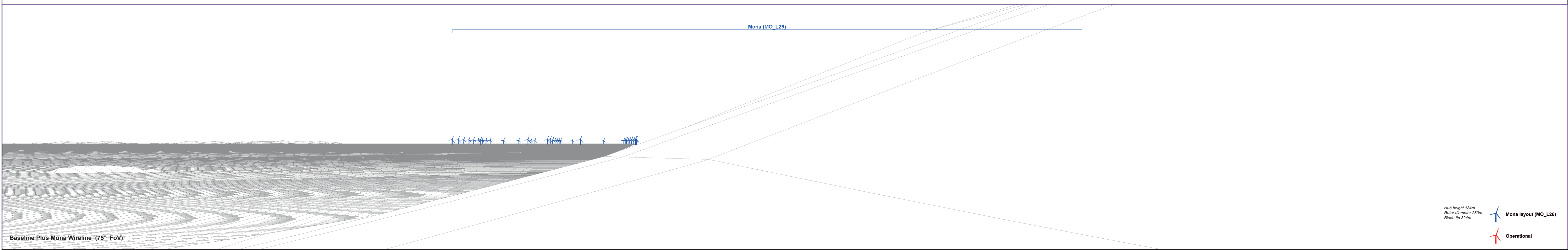


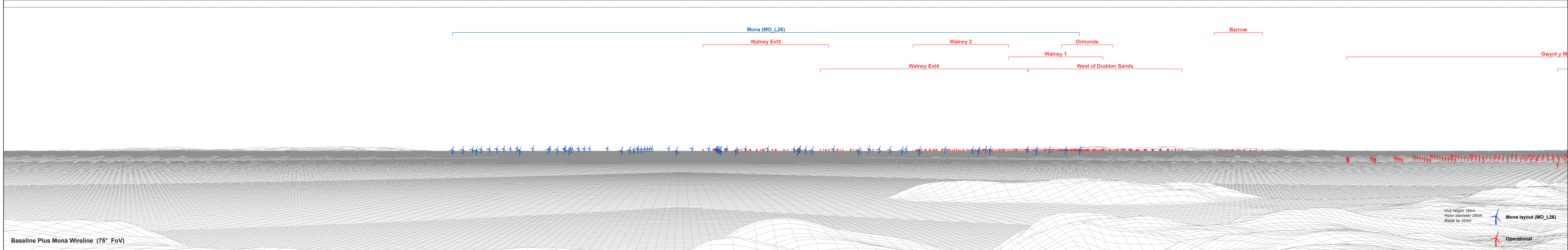
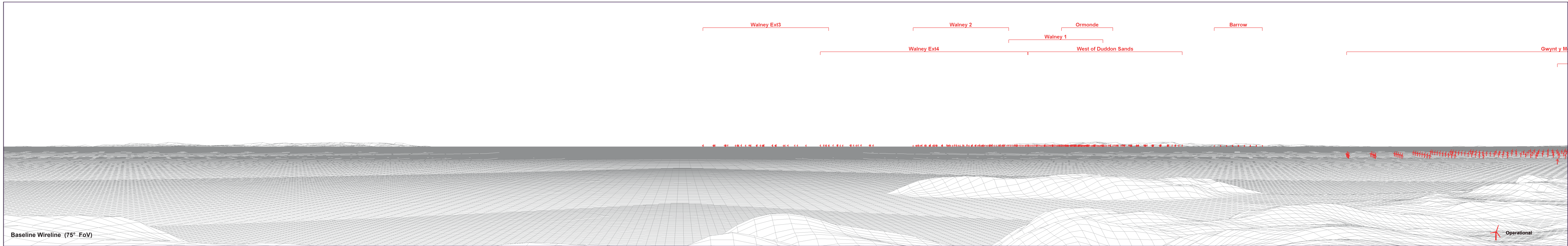


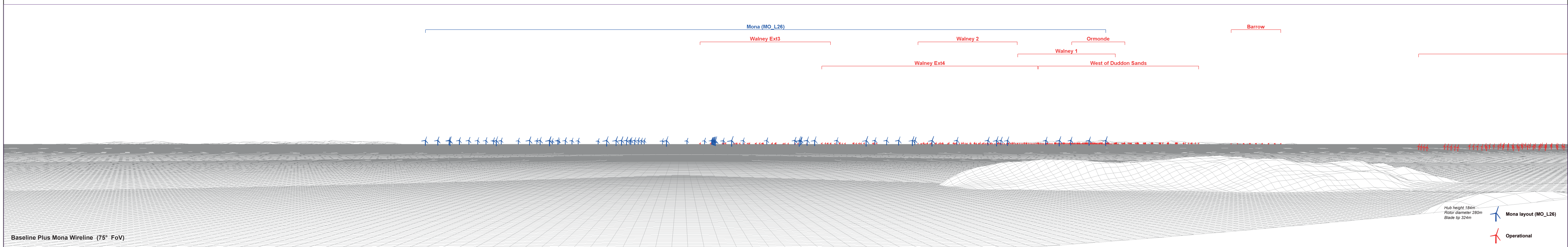
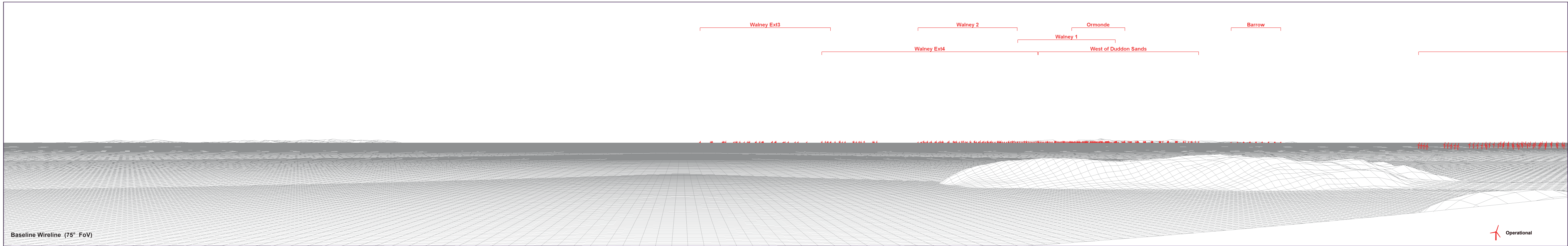


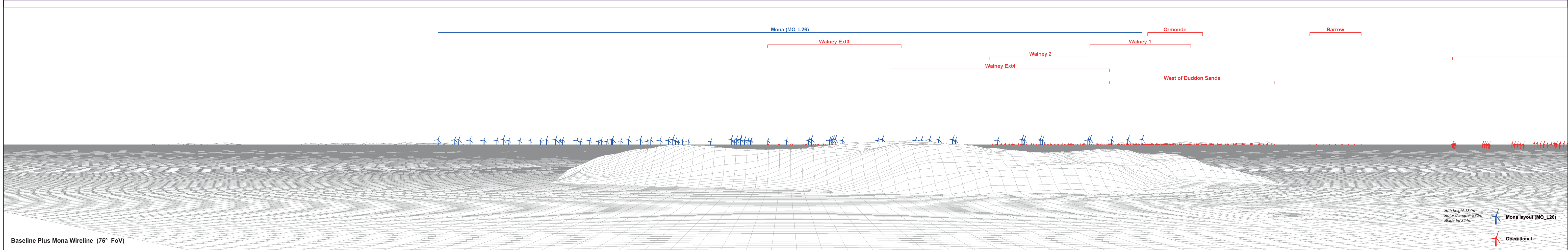
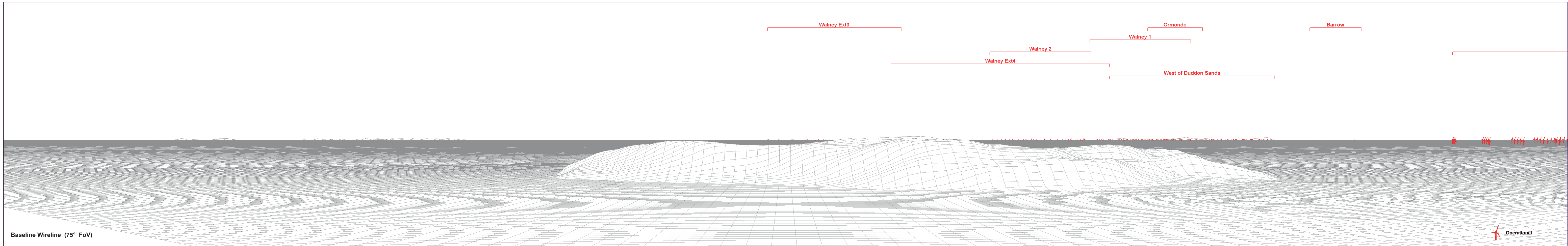


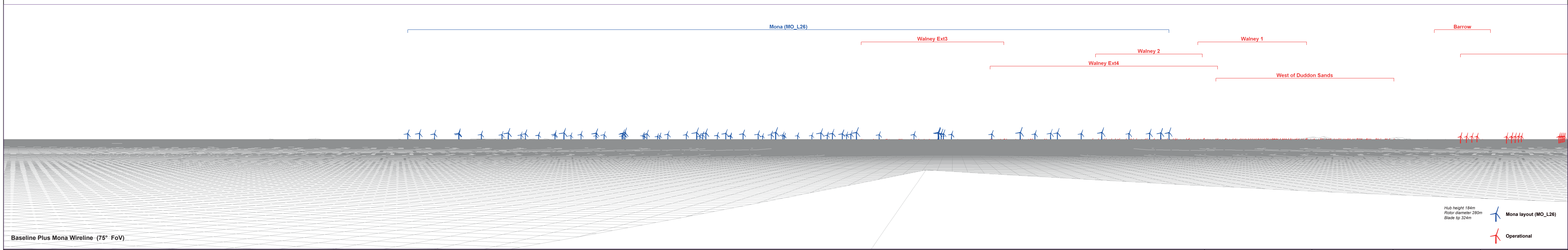
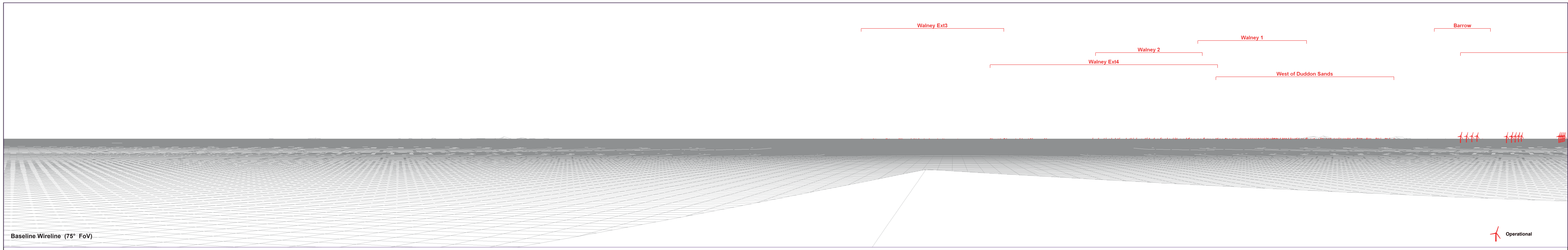


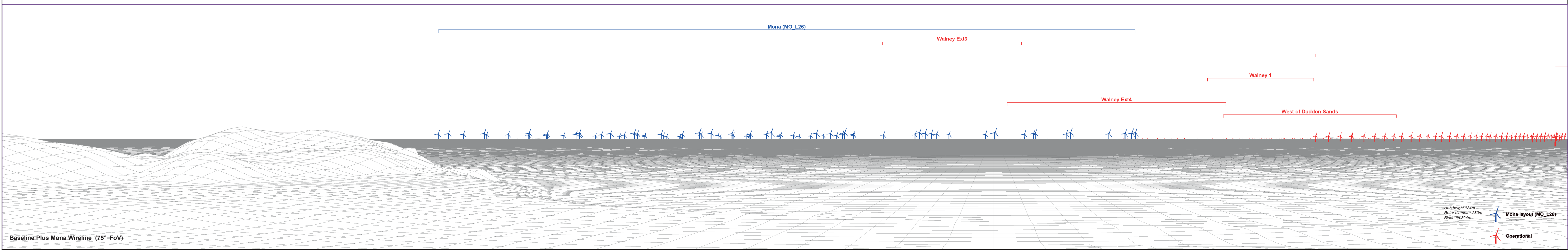
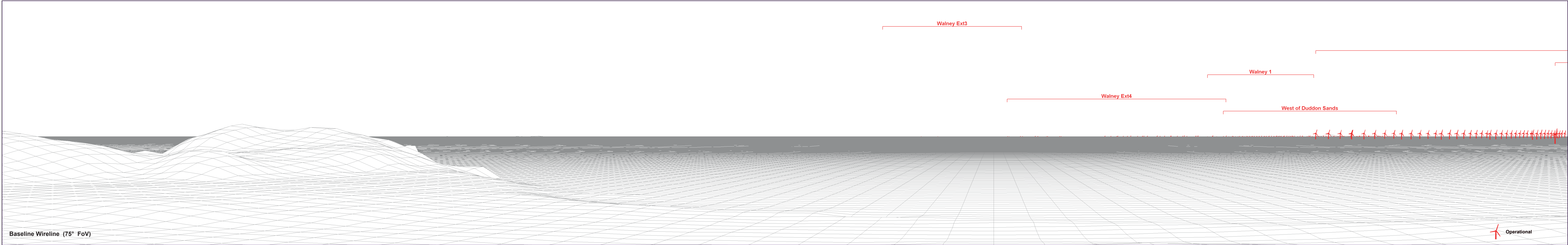


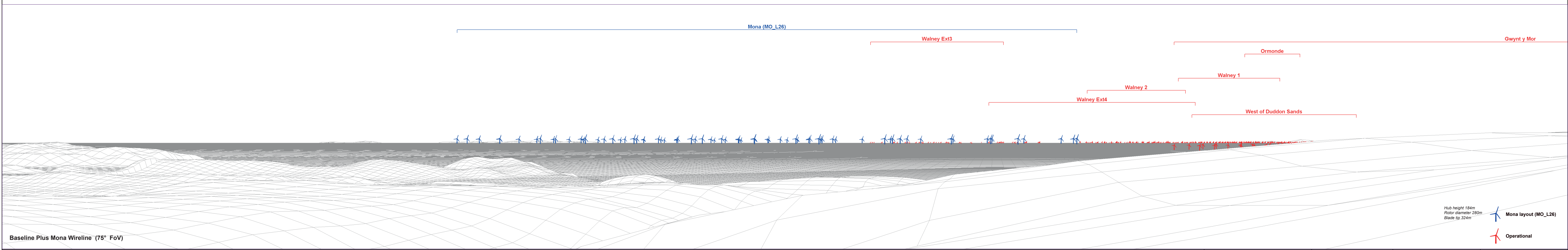
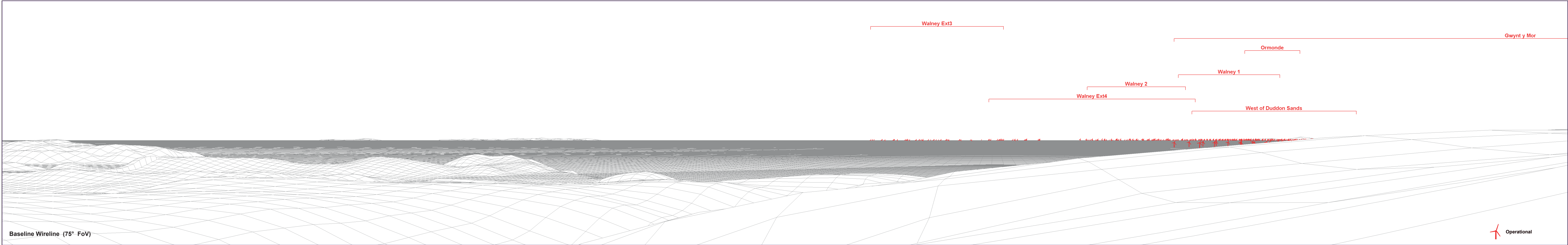


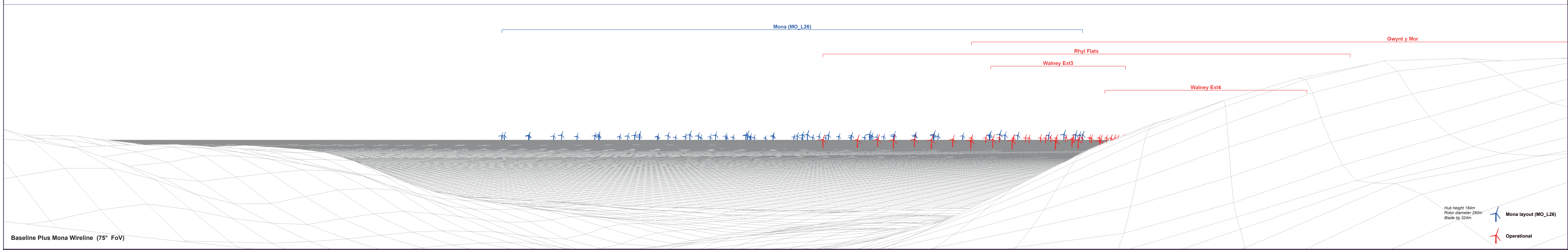
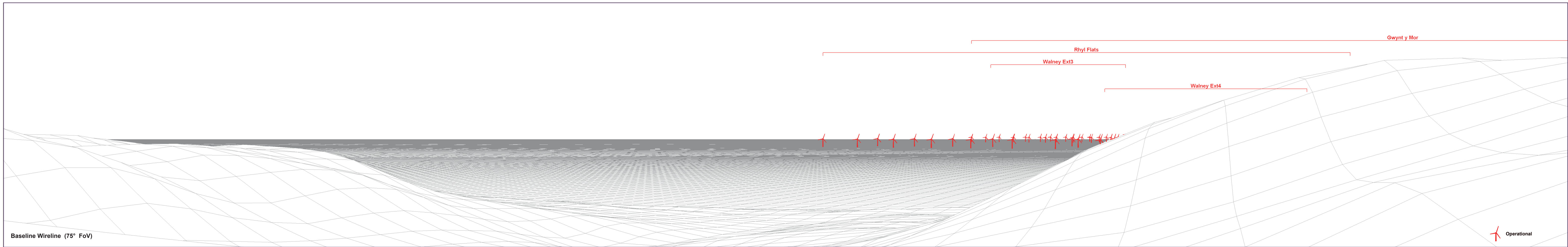


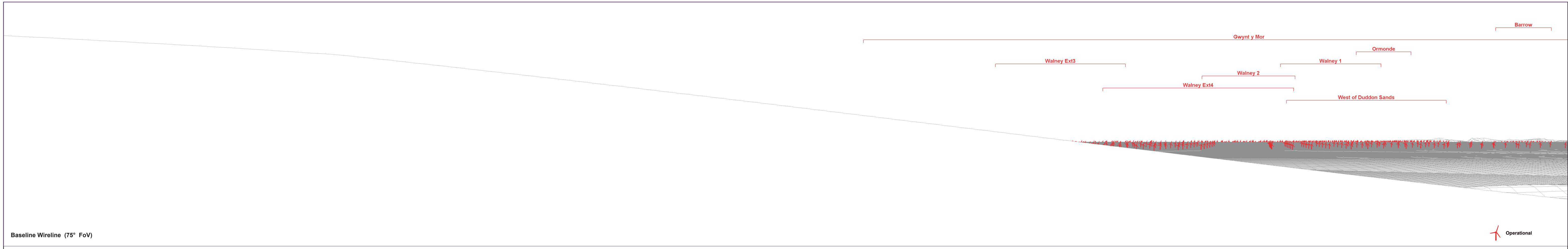


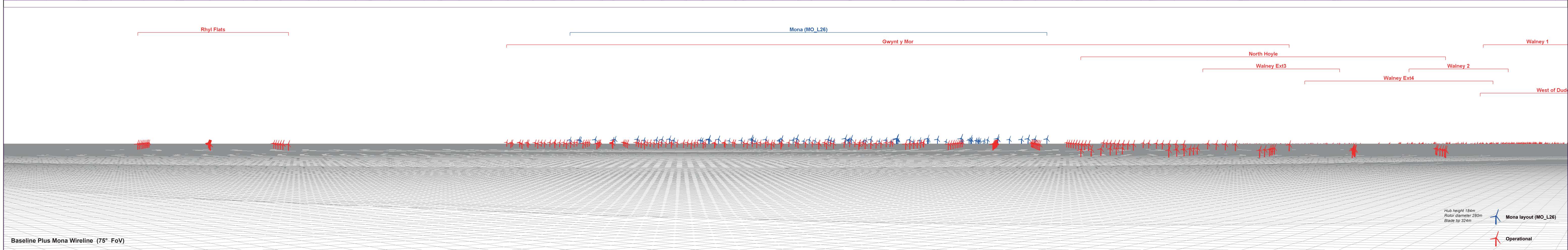
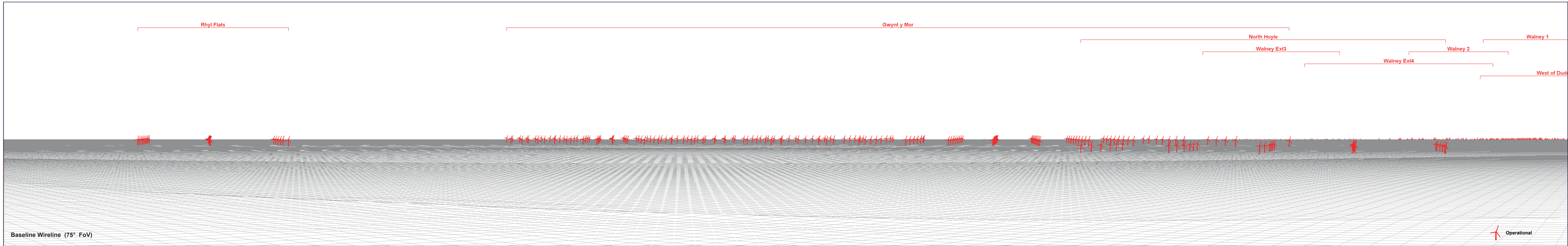


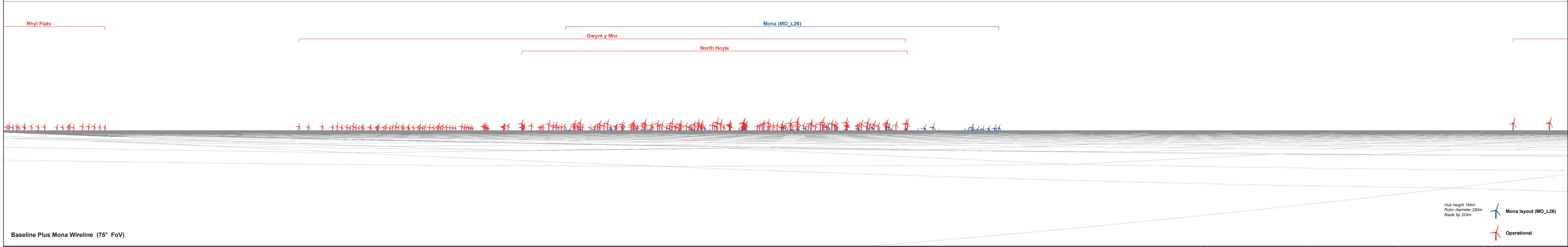
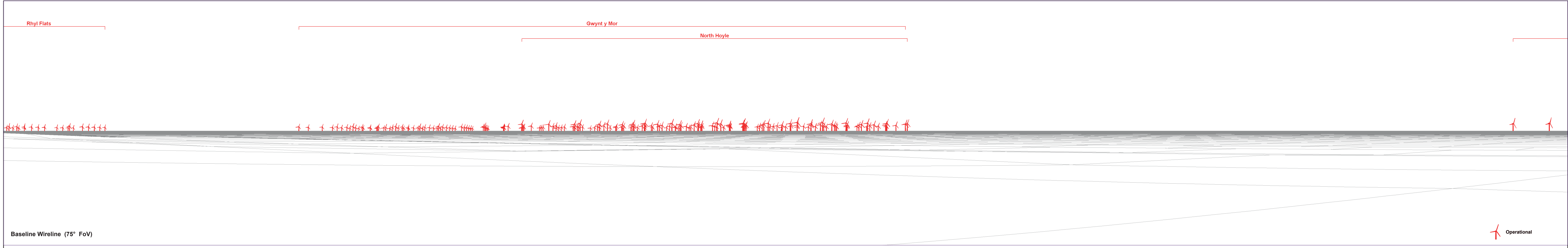














Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

 **Mona layout (MO_L26)**

 **Operational**

t y Mor

Baseline Wireline (75° FoV)



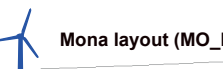
Operational

t y Mor

Mona (MO_L26)

Baseline Plus Mona Wireline (75° FoV)

Hub height 184m
Rotor diameter 280m
Blade tip 324m



Mona layout (MO_L26)



Operational



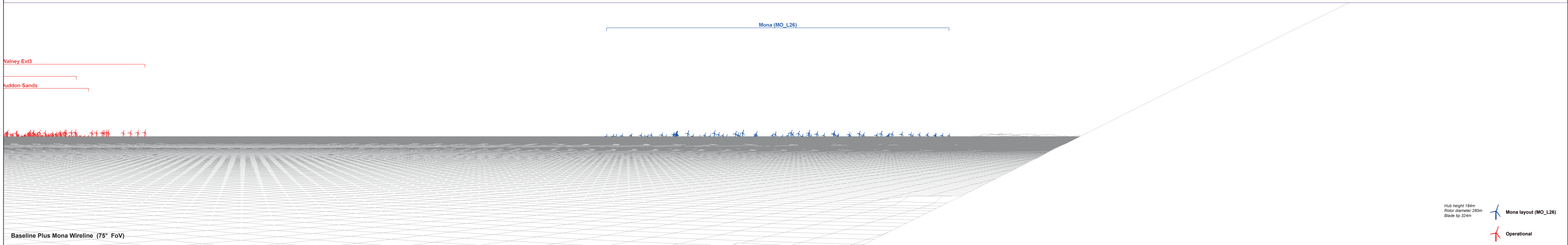
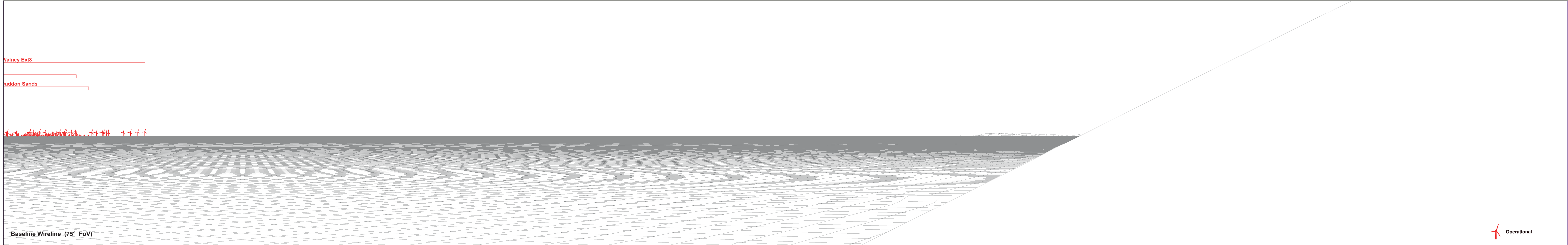
Viewpoint 41: Southport Pier (75° Baseline Wireline / 75° Baseline Plus Mona Wireline)

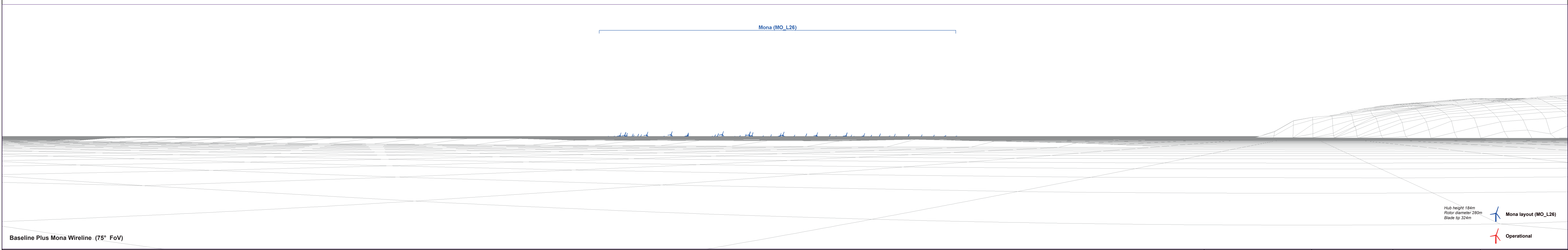
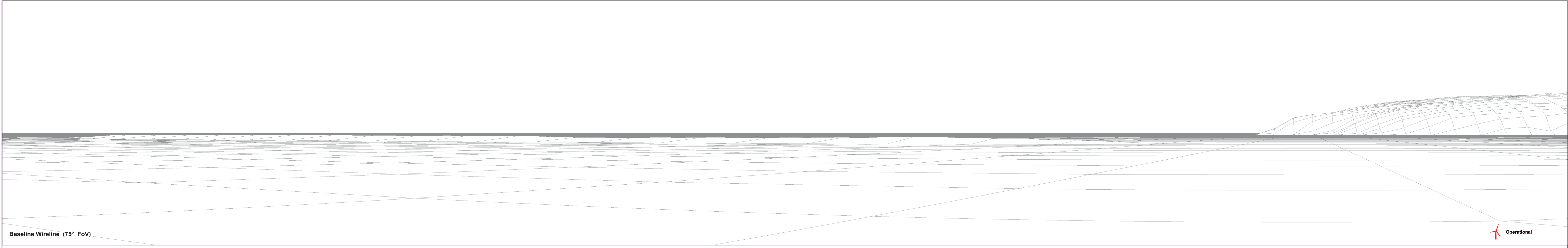
Mona Offshore Wind Project
JSL3999

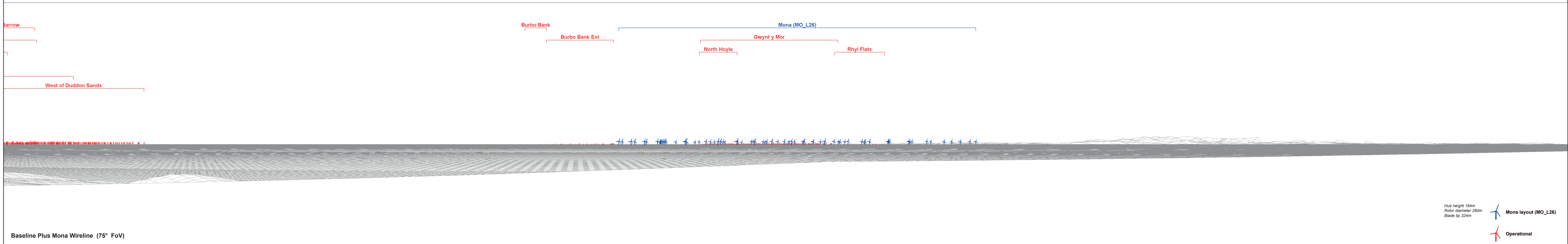
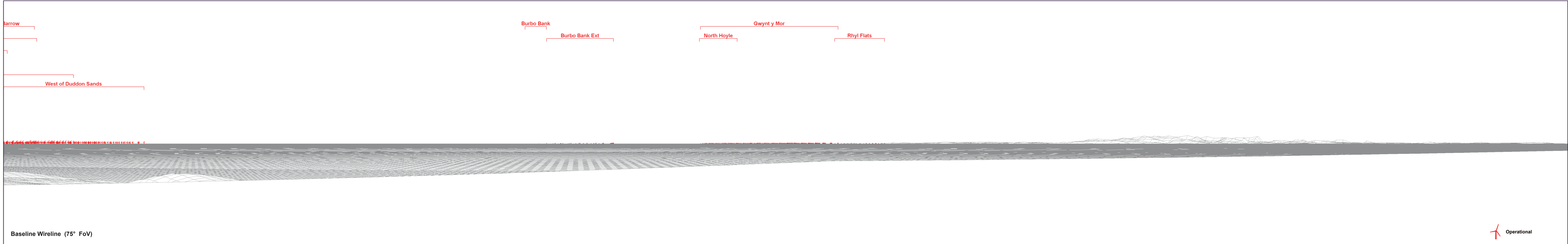
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OS Grid Ref: 332574, 418143

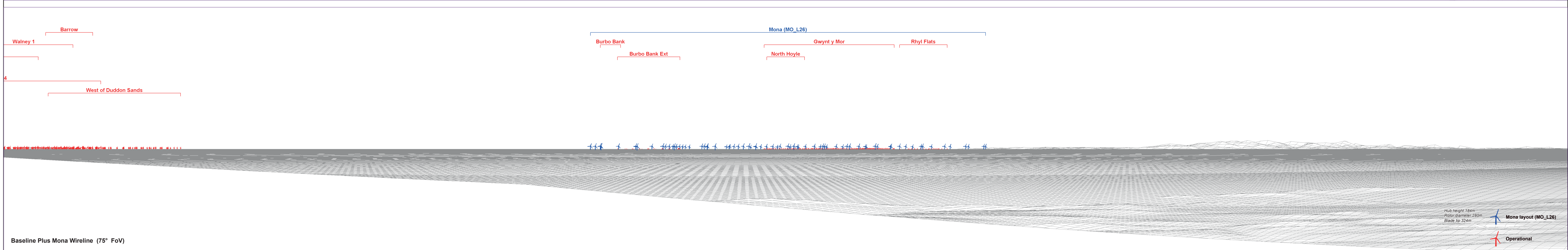
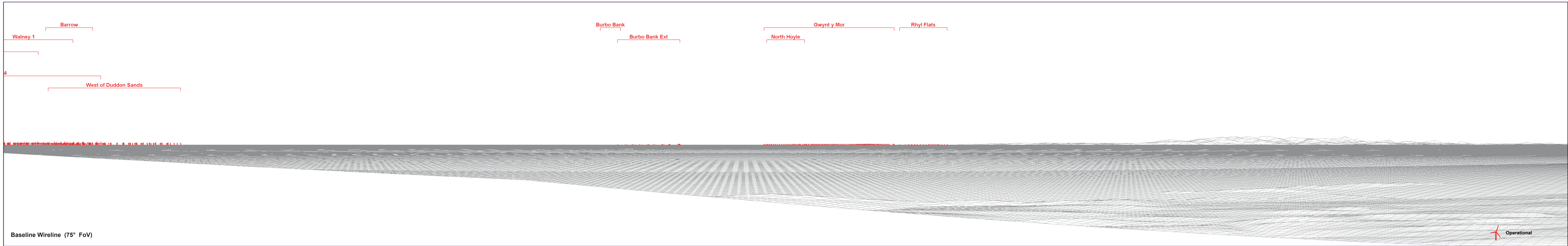
Horizontal field of view: 75.0°
To be viewed at comfortable arms length

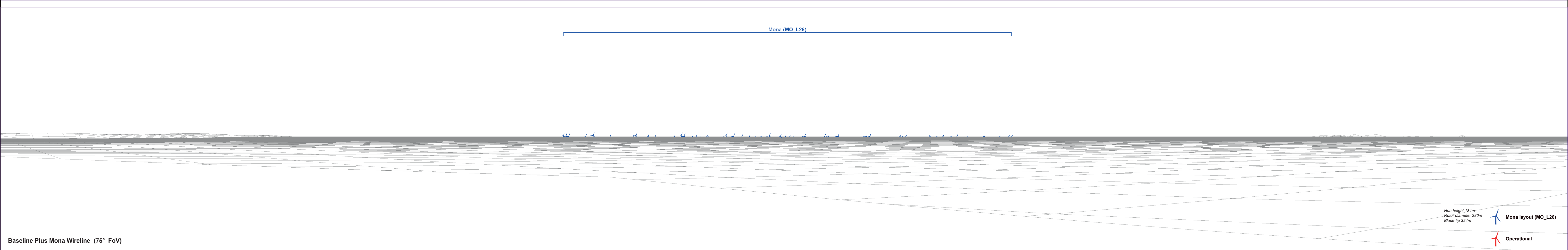
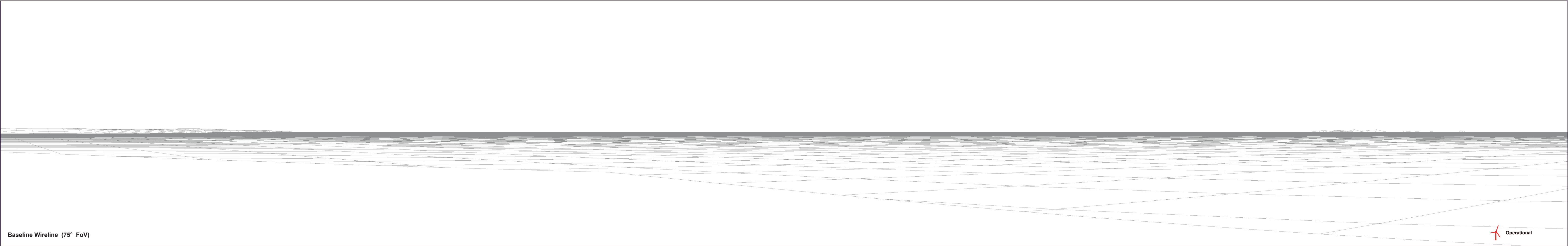
Wireline
Figure 1.41

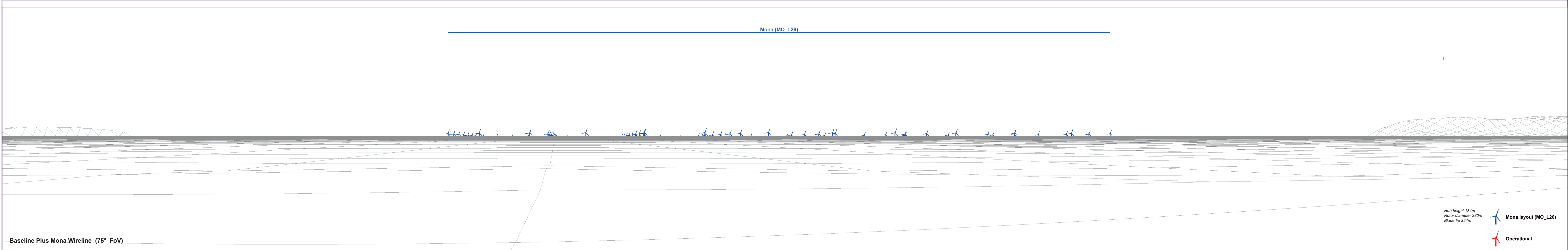


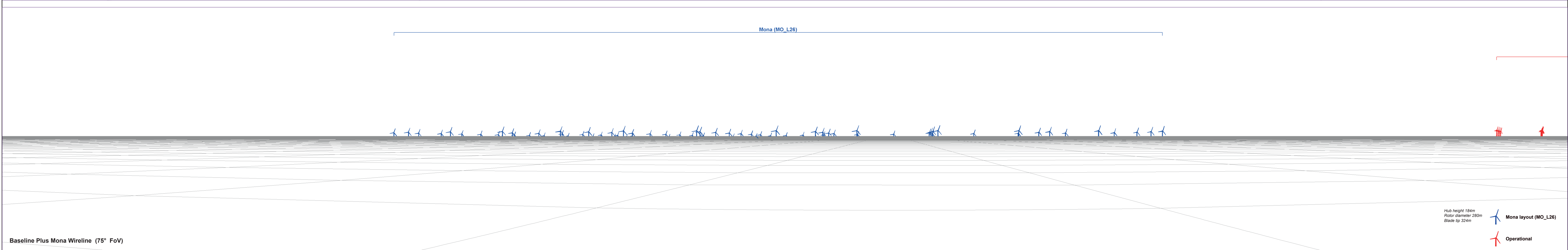


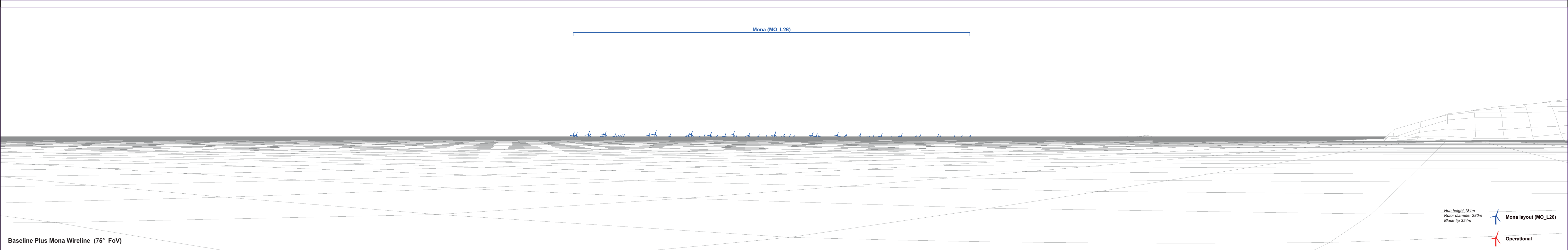
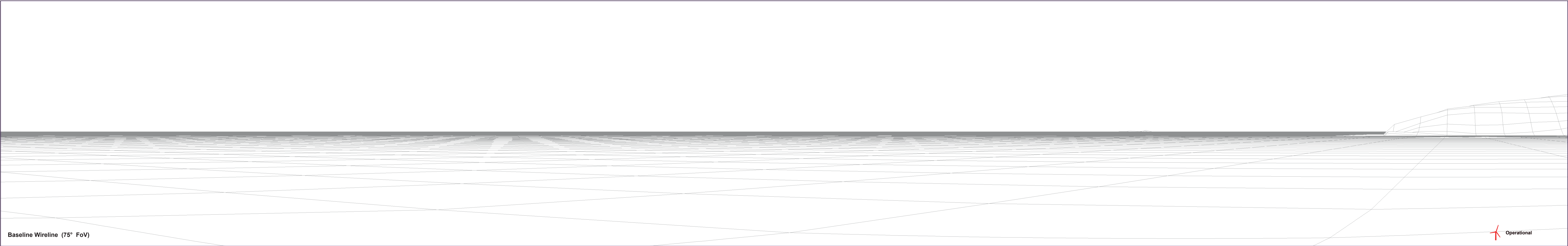


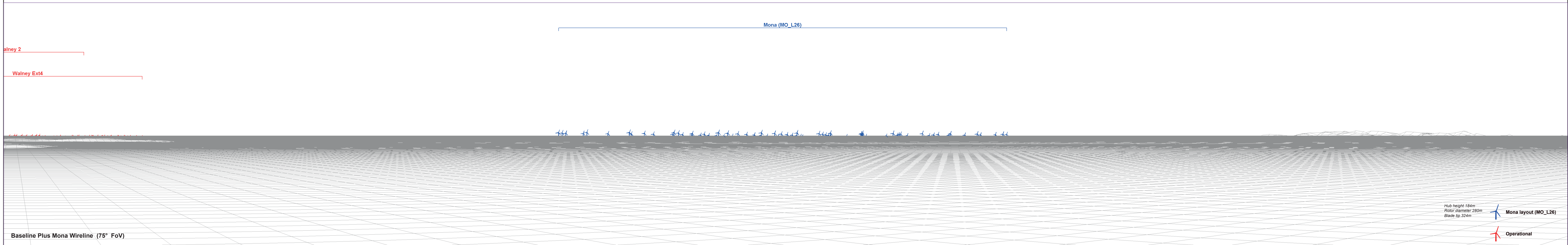
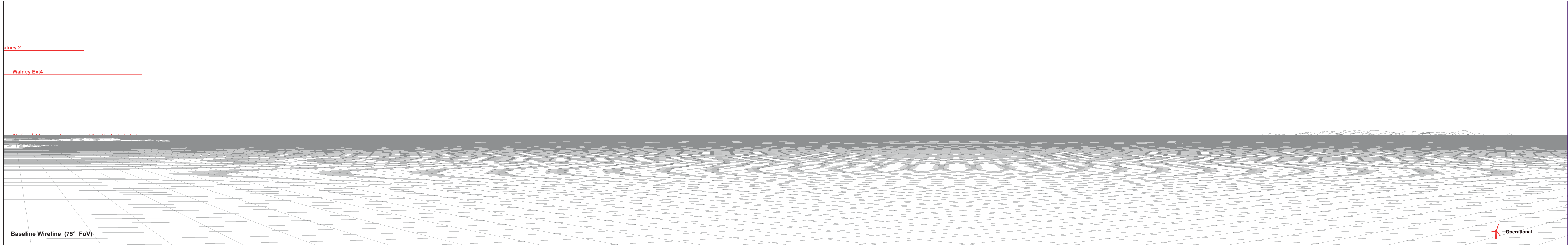




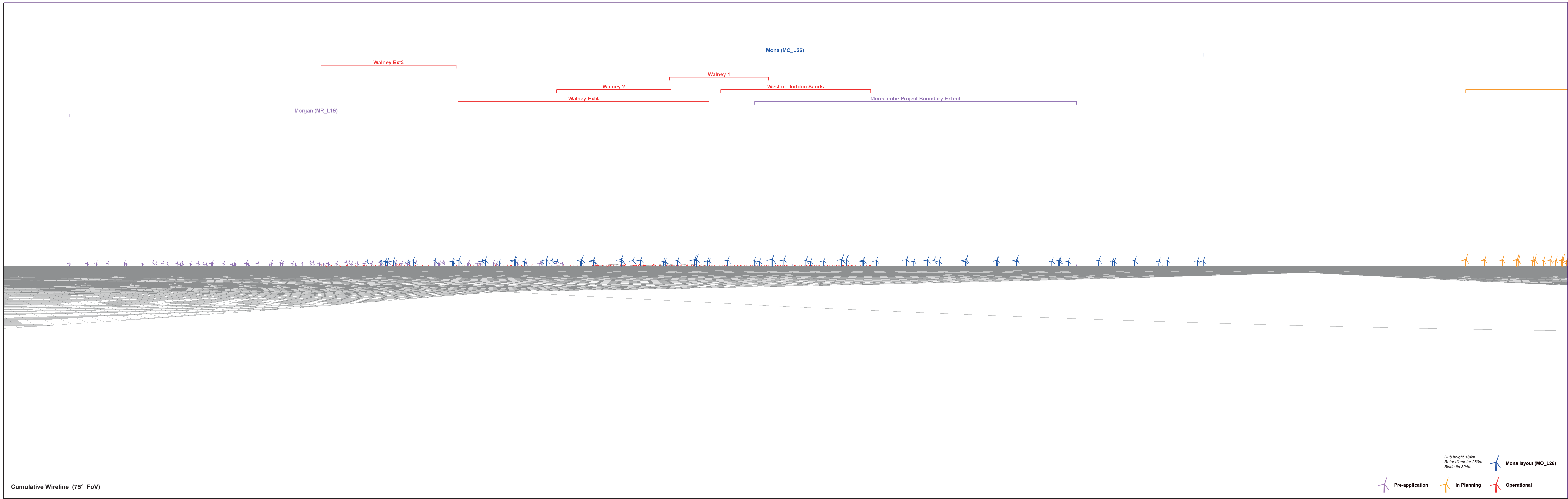












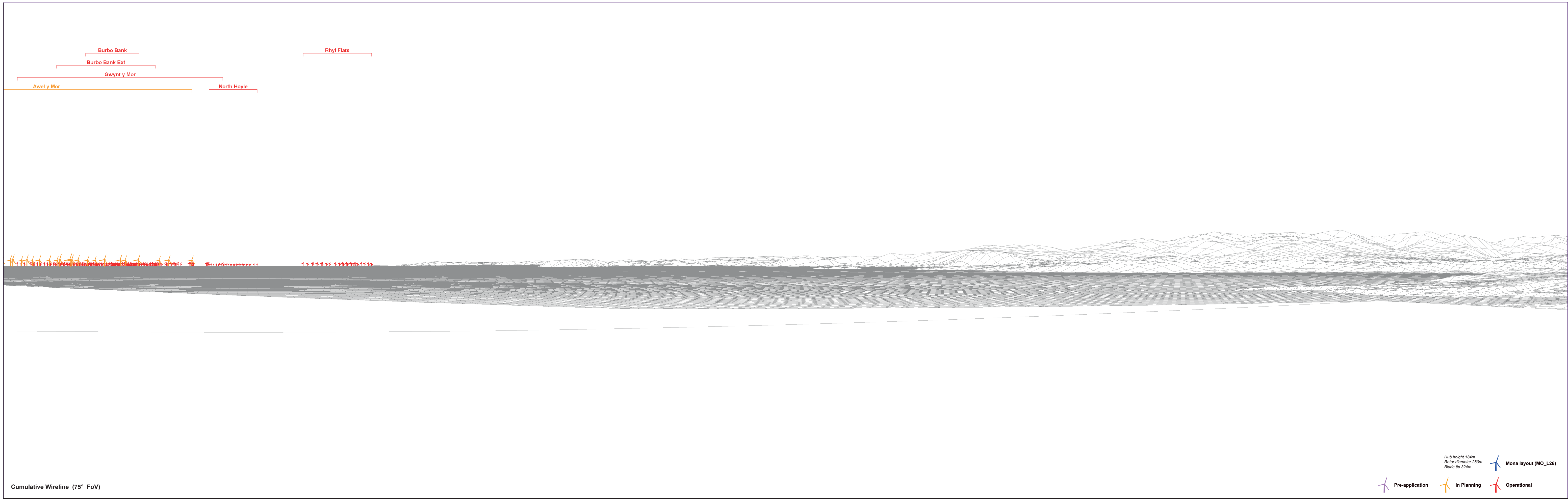
Plan 2: Cumulative Wirelines of the Mona Array Area



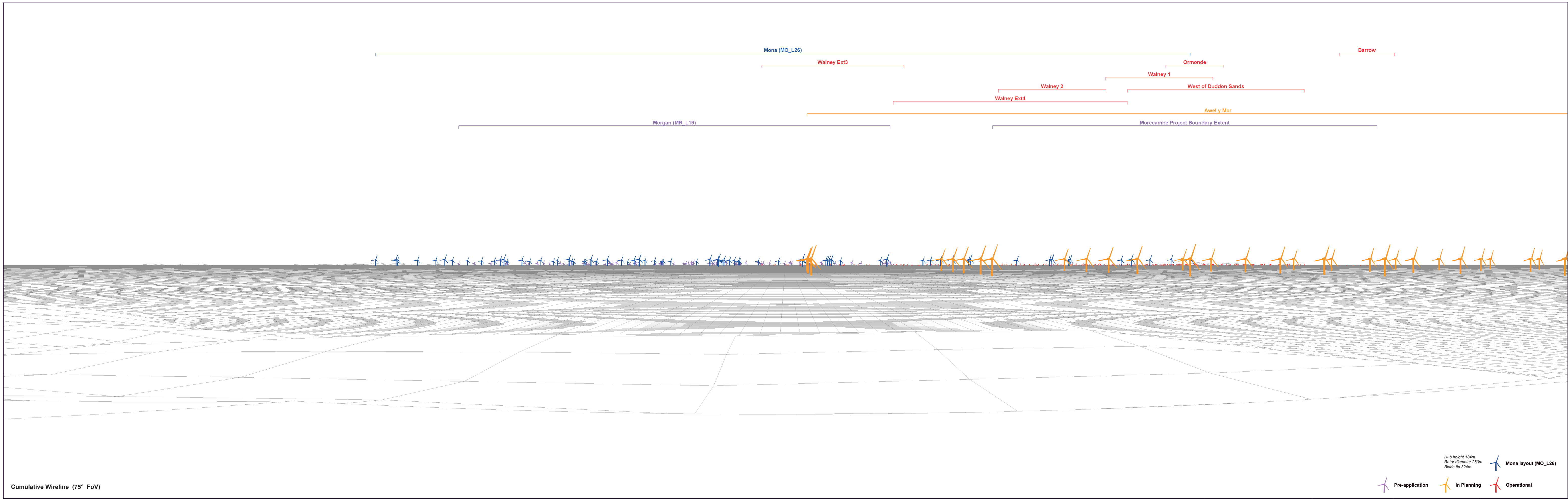
Cumulative Wireline (75° FoV)

Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

 Pre-application
  In Planning
  Operational
  Mona layout (MO_L26)







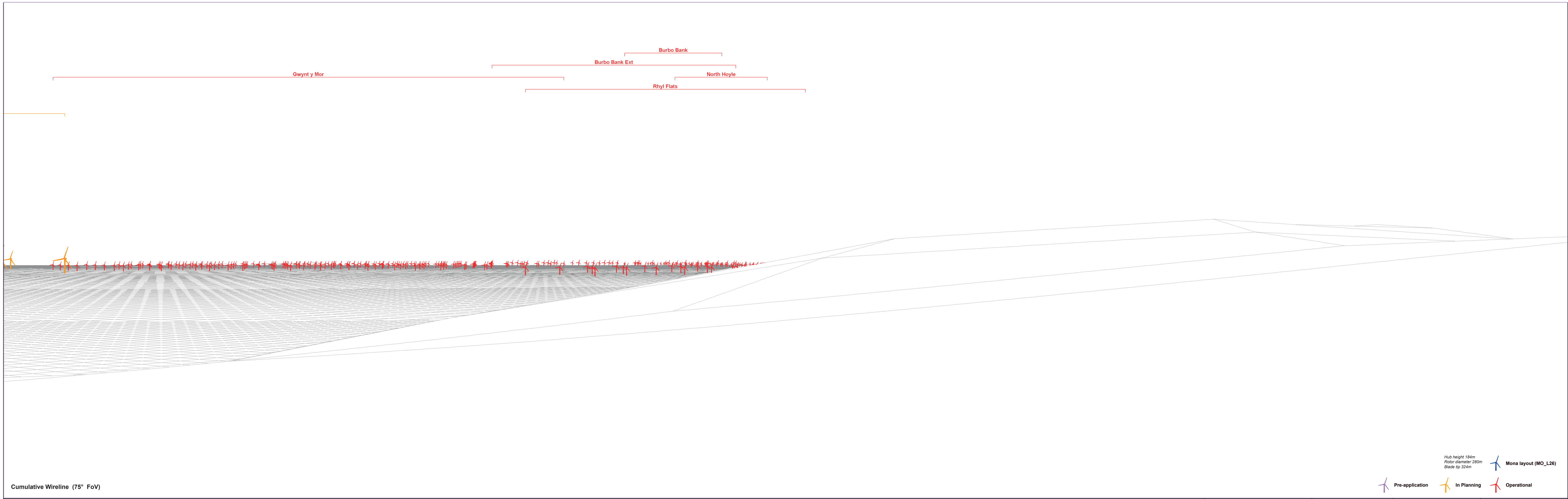
Cumulative Wireline (75° FoV)



Cumulative Wireline (75° FoV)





Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

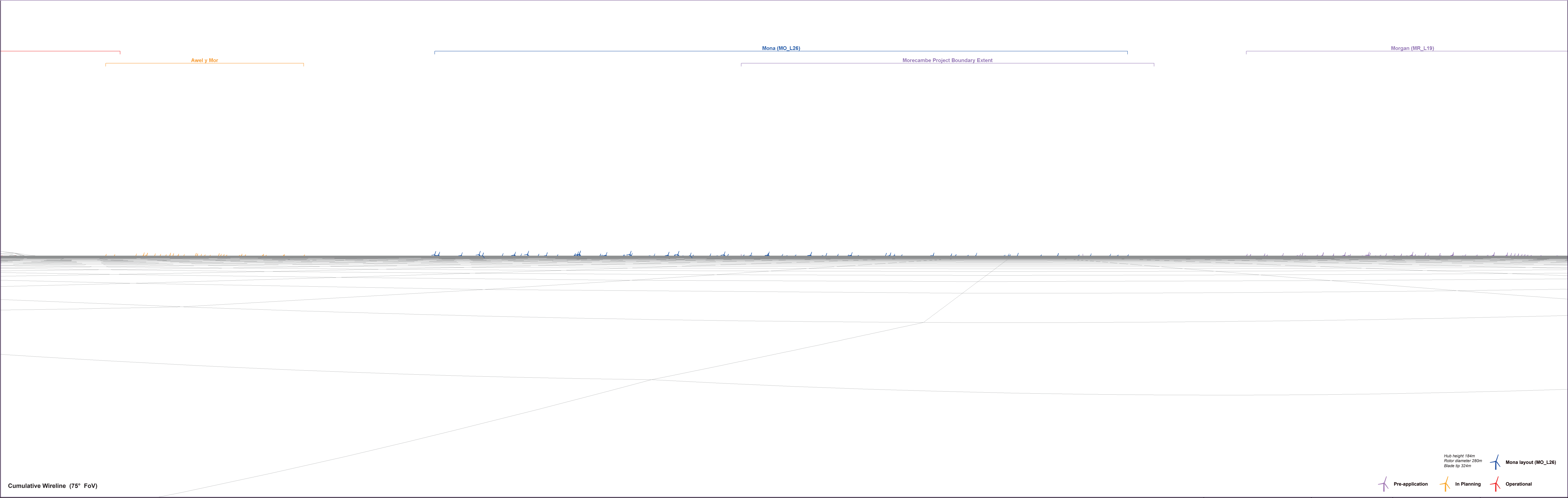
 Mona layout (MO_L26)
 Pre-application
 In Planning
 Operational



Cumulative Wireline (75° FoV)

Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

 Pre-application
  In Planning
  Operational
  Mona layout (MO_L26)







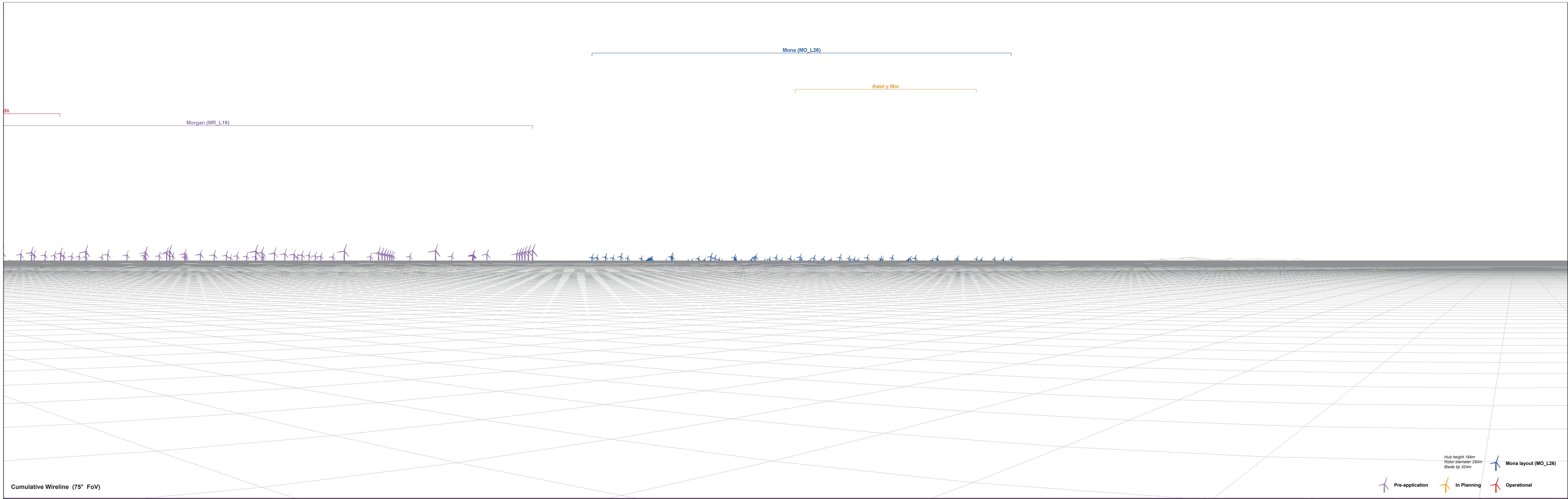
Cumulative Wireline (75° FoV)



Cumulative Wireline (75° FoV)

Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

 Pre-application
  In Planning
  Operational
  Mona layout (MO_L26)



ds

Morgan (MR_L19)

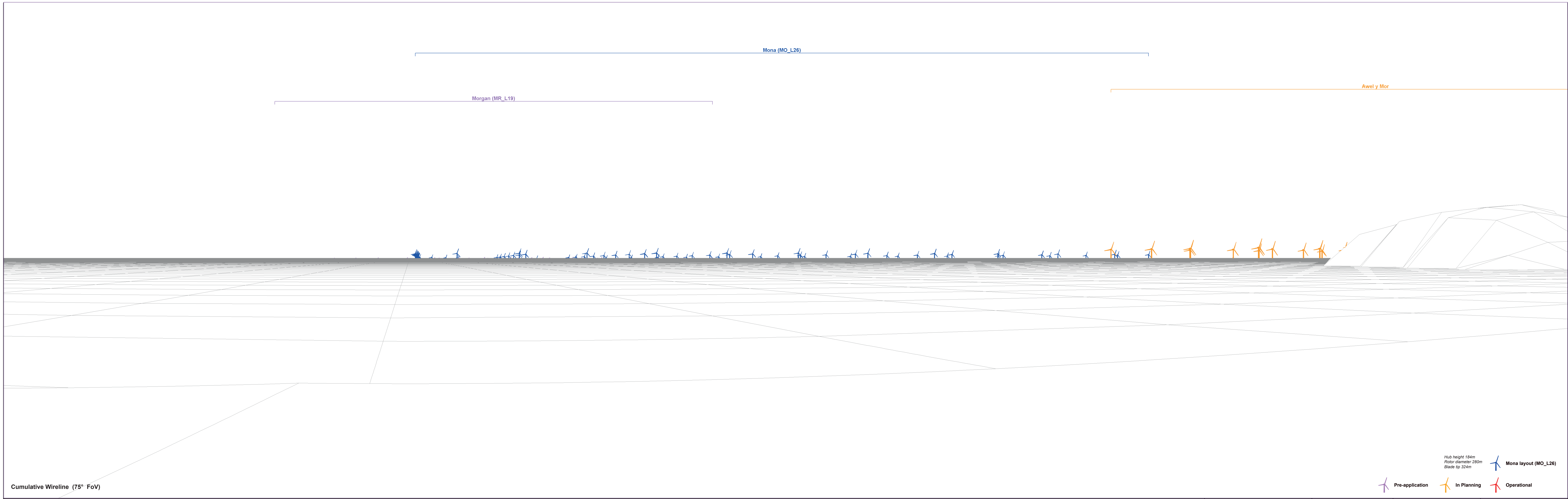
Mona (MO_L26)

Awel y Mor

Cumulative Wireline (75° FoV)

Hub height 184m
Rotor diameter 280m
Blade tip 324m

✶ Pre-application
 ✶ In Planning
 ✶ Operational
 ✶ Mona layout (MO_L26)



Mona (MO_L26)

Morgan (MR_L19)

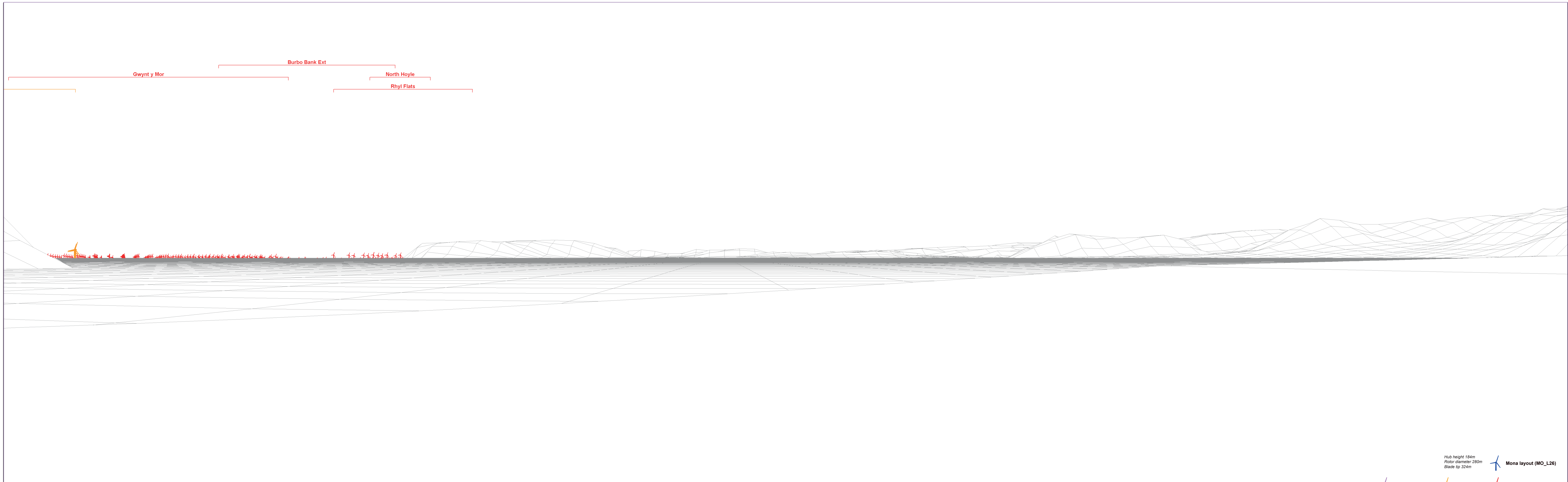
Awei y Mor

Cumulative Wireline (75° FoV)

Hub height 184m
Rotor diameter 280m
Blade tip 324m





Mona layout (MO_L26)

Pre-application In Planning Operational



Cumulative Wireline (75° FoV)

Hub height 184m
 Rotor diameter 280m
 Blade tip 324m

 Pre-application
  In Planning
  Operational
  Mona layout (MO_L26)

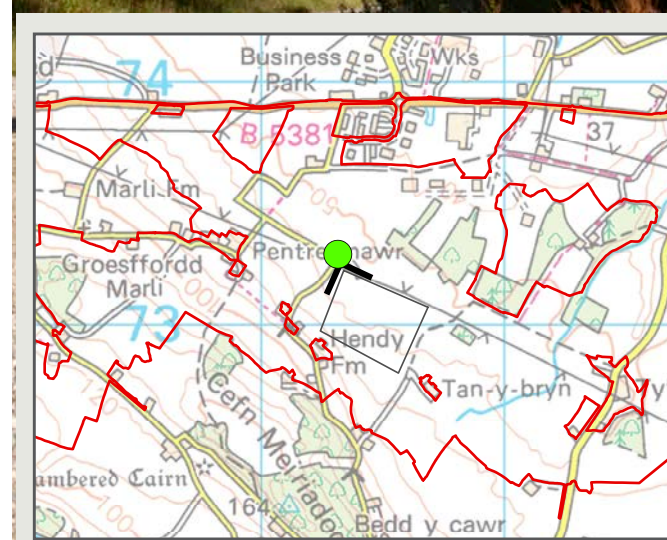
Plan 3: Wirelines of the Mona Proposed Onshore Development Area



Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 2 footprint



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◀ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.1: Local road north of the Proposed Onshore Development Area (90° Wireline)

Indicative onshore substation footprint
Onshore substation zone

Proposed mitigation planting at 15 years

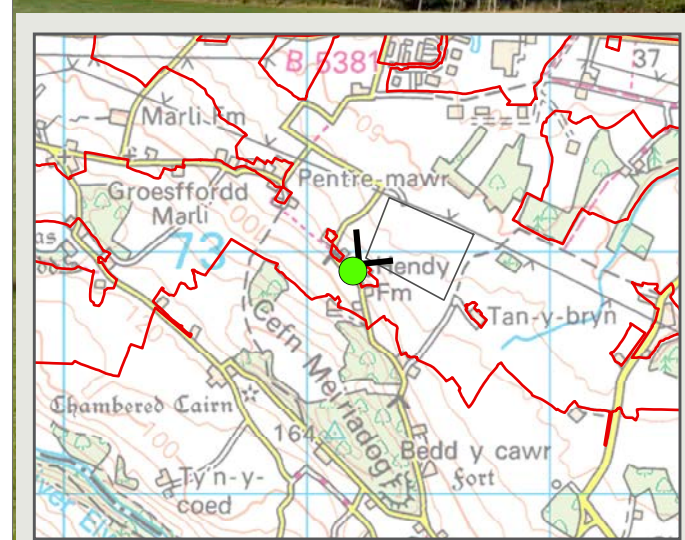
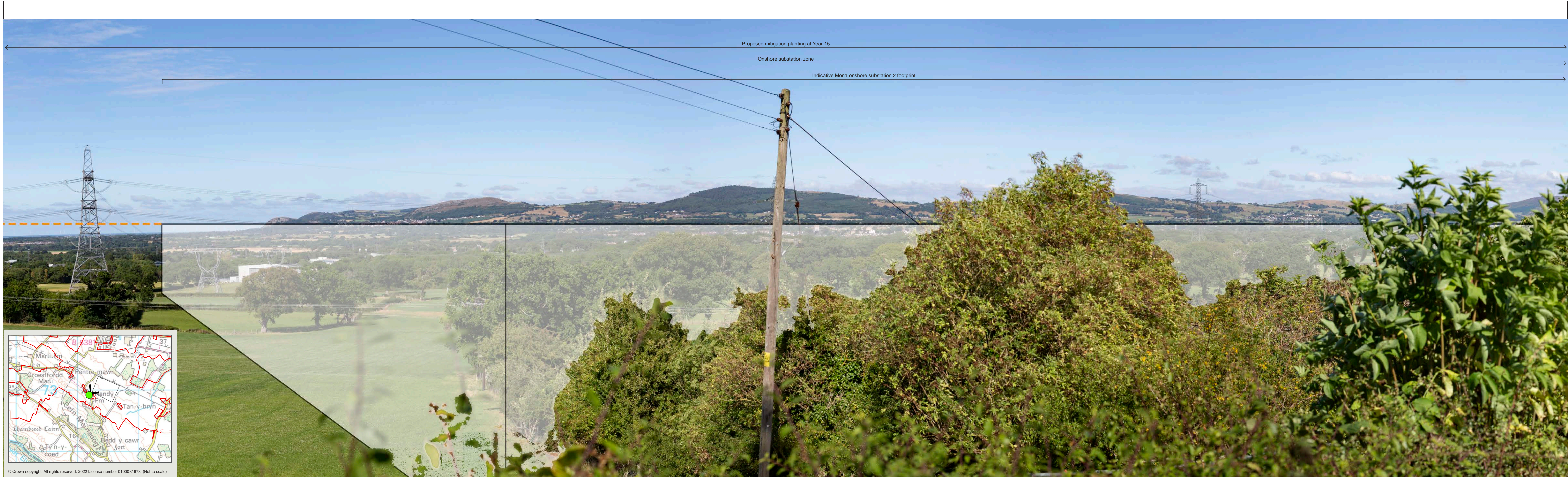
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 301317, 373292

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.1b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.2: Local road at Hendy Farm south of the Proposed Onshore Development Area (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substitution zone
-  Proposed mitigation planting at 15 years

Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 301191, 372922

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.2b

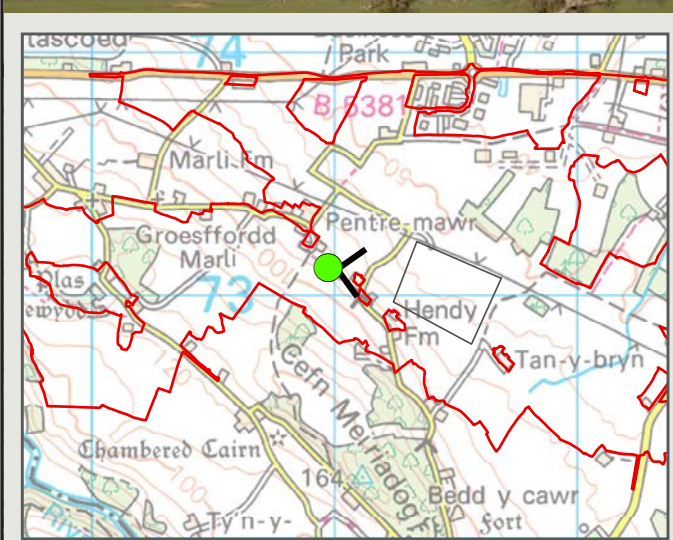
12079-0466F-06



Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 2 footprint



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.3: Public right of way at Pentre-mawr (90° Panorama)

- Indicative onshore substation footprint
- Onshore substation zone
- Proposed mitigation planting at 15 years

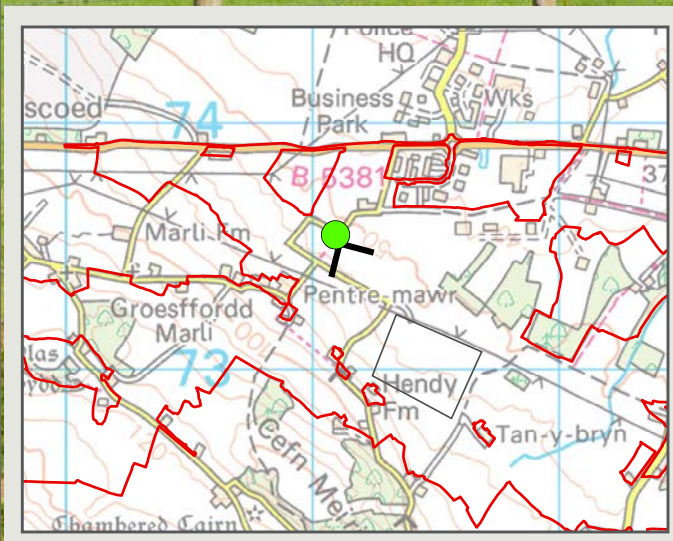
Mona Offshore Wind Project
JSL3999

Date of photograph: 17/03/22
OS Grid Ref: 300976, 373119

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.3b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.4: Public right of way at Waen-Meredydd (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

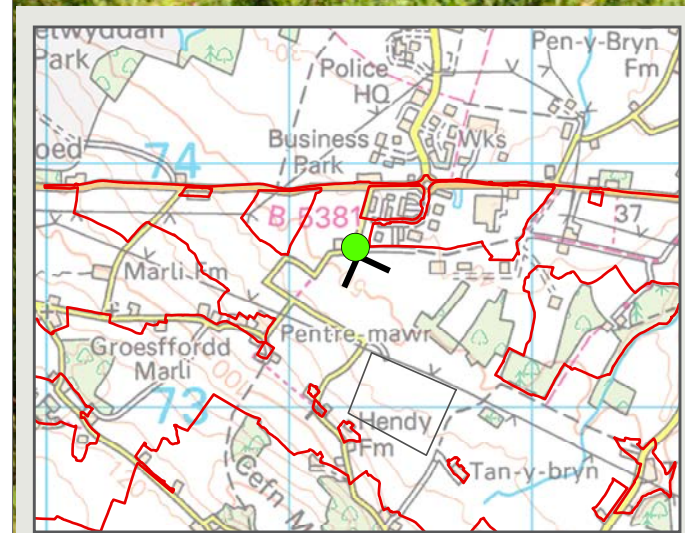
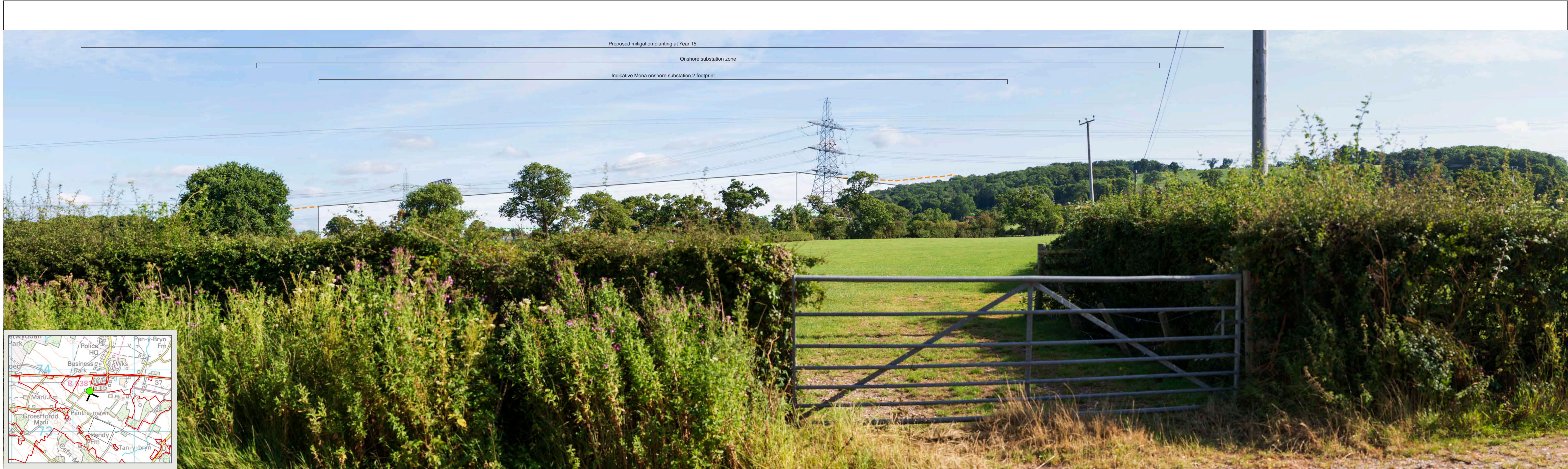
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 301094, 373548

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.4b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.5: Farm track south of St Asaph Business Park (90° Wireline)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

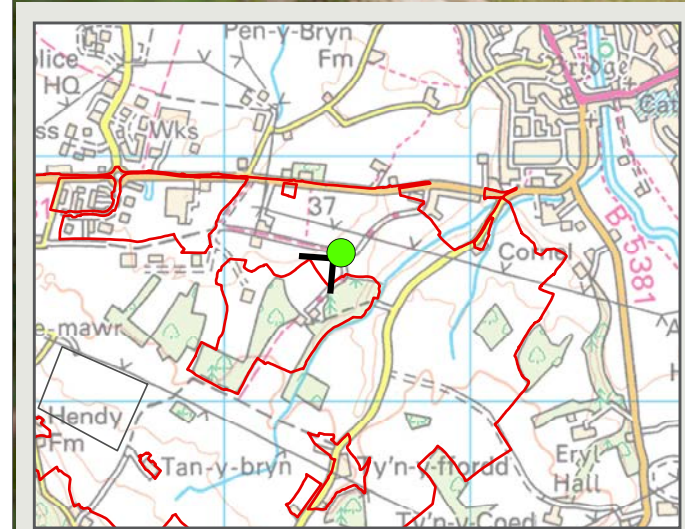
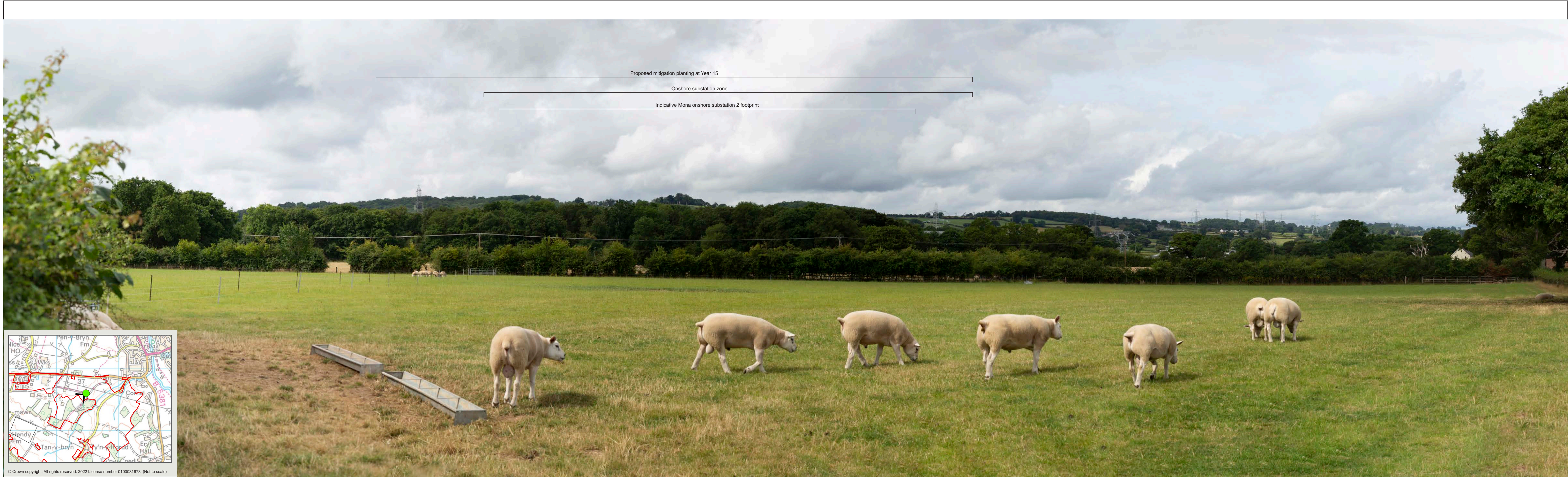
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 301274, 373659

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.5b

12079-0466F-06



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Green dot < indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.6: Bridleway at Coed Esgob (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 302475, 373607

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.6b

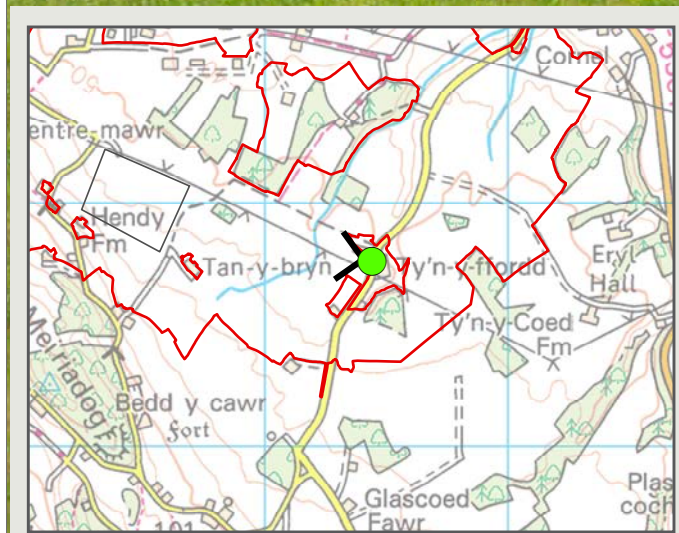
12079-0466F-06



Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 2 footprint



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Green arrow indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.7: Local road at Ty'n-y-fordd-bach (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

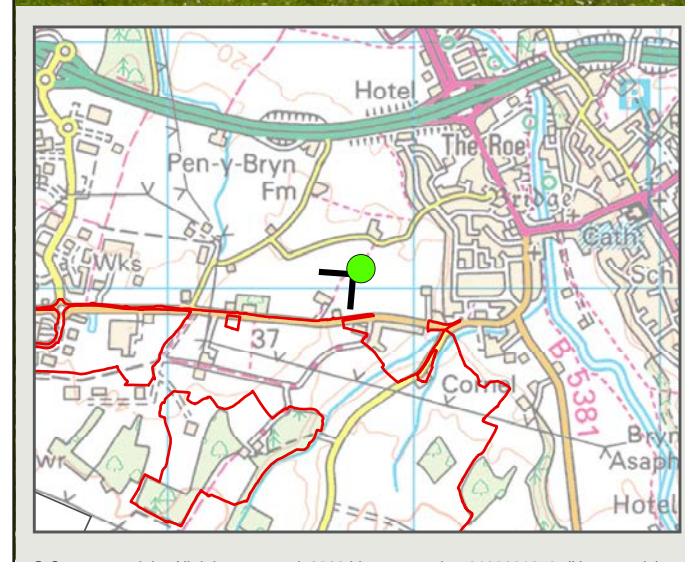
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 302442, 372762

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.7b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.8: Public right of way west of St Asaph (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

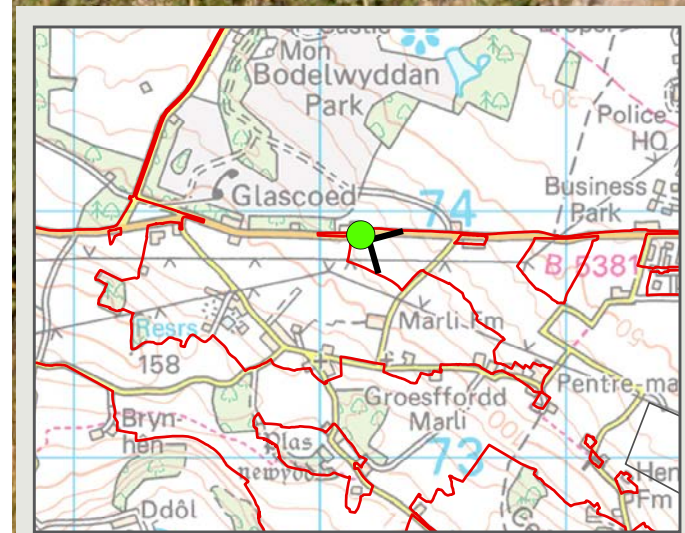
Mona Offshore Wind Project
JSL3999

Date of photograph: 17/03/22
OS Grid Ref: 302786, 374080

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.8b

12079-0466F-06



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◀ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.9: Glacoed Road at Bryn-celyn (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

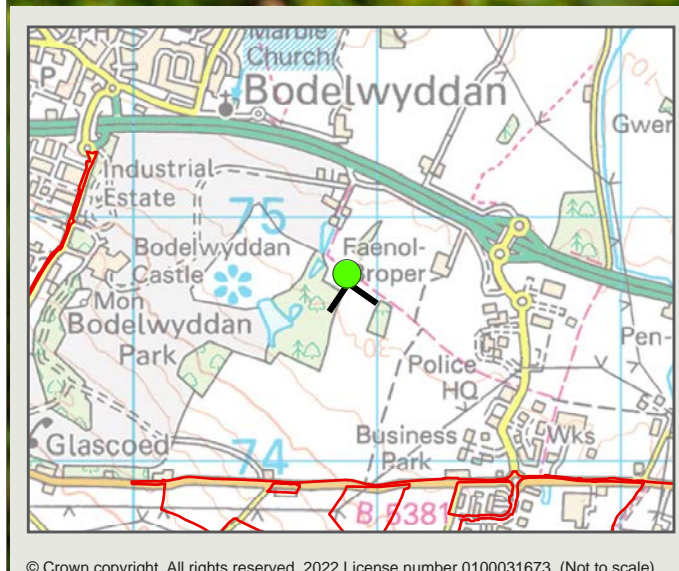
Mona Offshore Wind Project
JSL3999

Date of photograph: 23/07/22
OS Grid Ref: 300168, 373907

Horizontal field of view: 90°
To be viewed at comfortable arms length

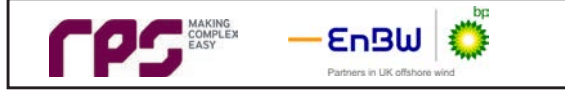
Wirelines
Figure 2.9b

12079-0466F-06



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indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.10: Bridleway east of Bodelwyddan Park (90° Panorama)

- Indicative onshore substation footprint
- Onshore substation zone
- Proposed mitigation planting at 15 years

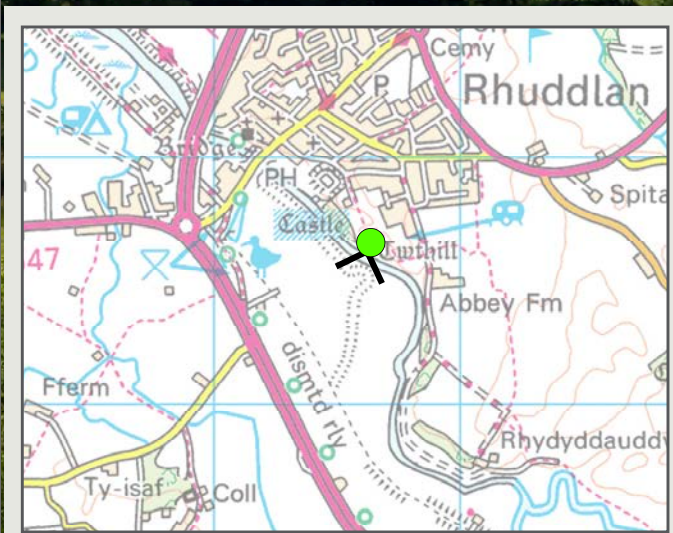
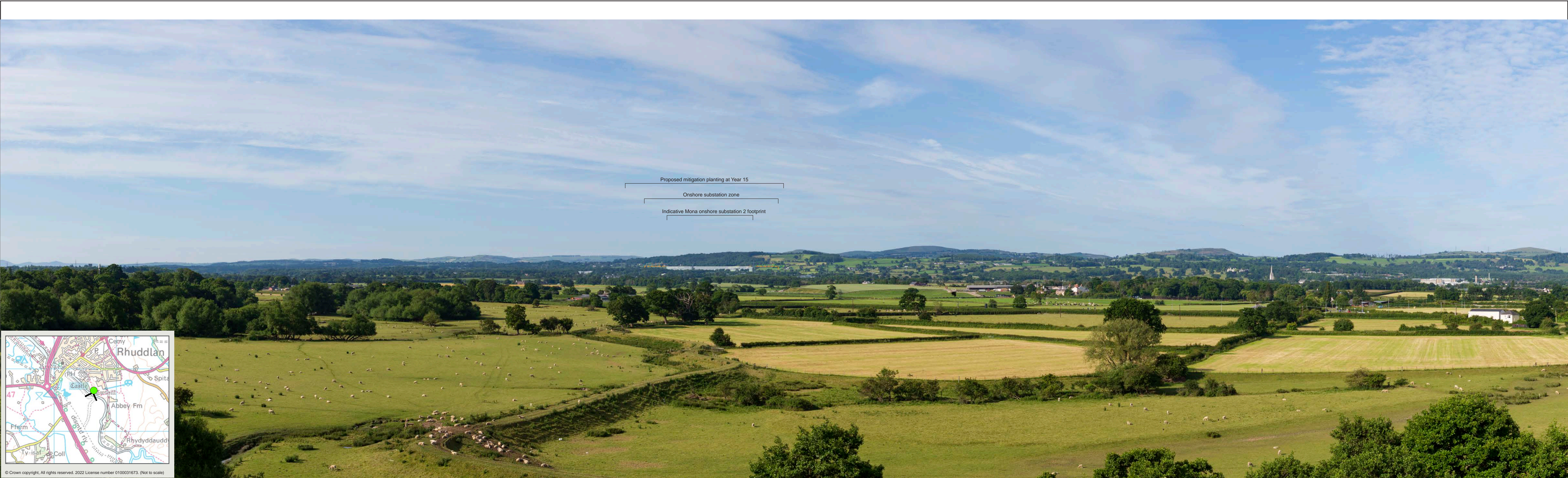
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 300877, 374766

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.10b

12079-0466F-06



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◀ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 2.11: Rhuddlan Castle (90° Wireline)

-  Indicative onshore substation footprint
-  Onshore substitution zone
-  Proposed mitigation planting at 15 years

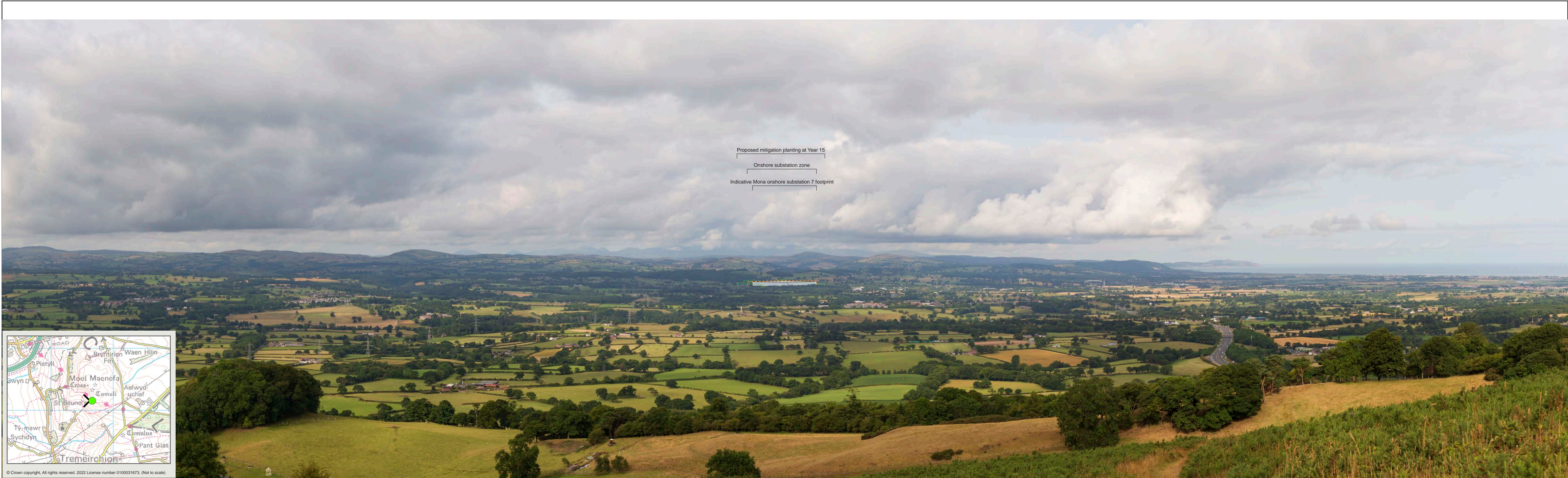
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 301316, 373291

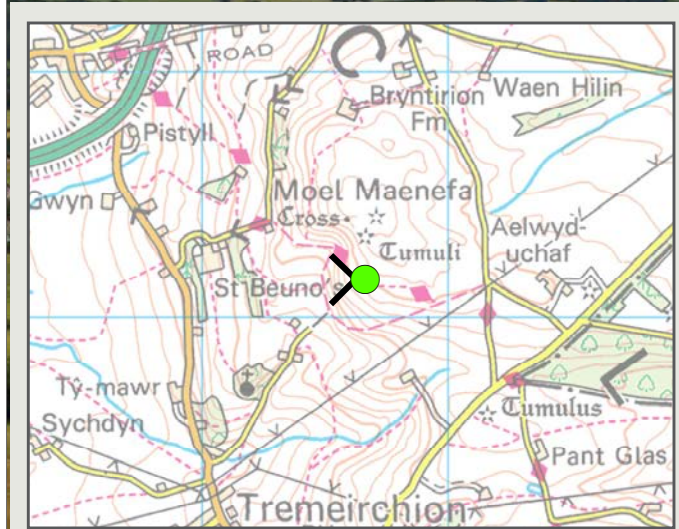
Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.11b

12079-0466F-06



Proposed mitigation planting at Year 15
 Onshore substation zone
 Indicative Mona onshore substation 7 footprint



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.9: Offa's Dyke Path Moel Maenefa (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

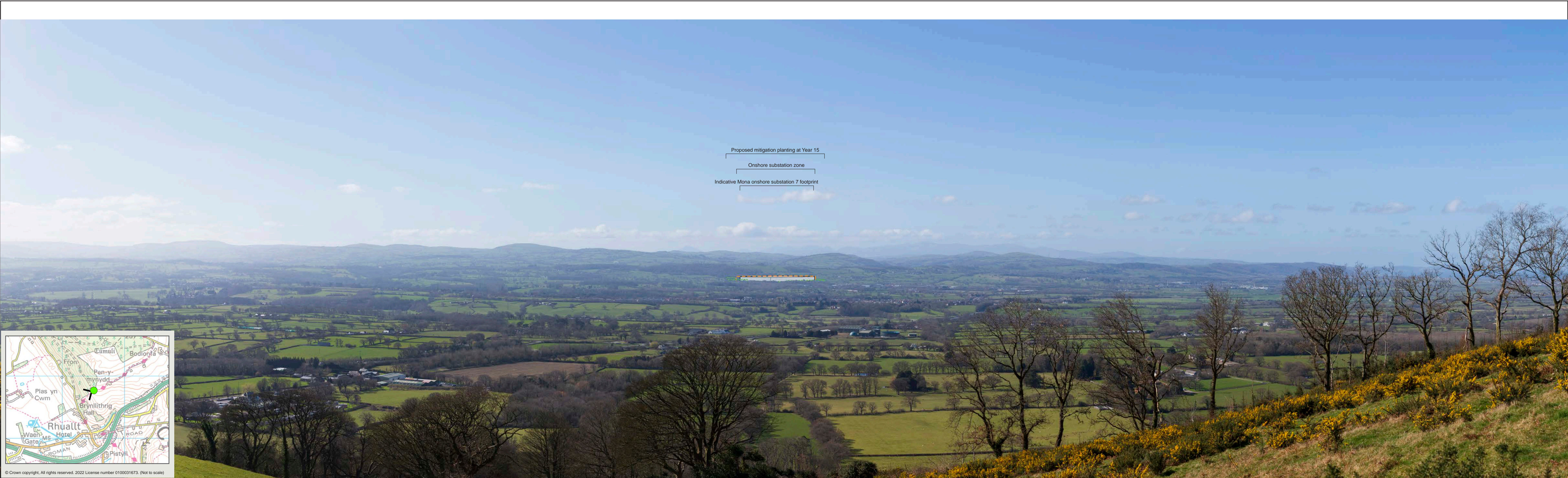
Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 308663, 374155

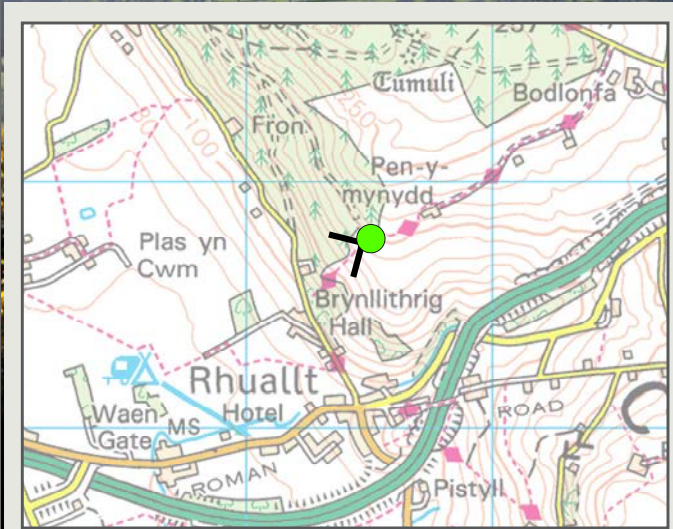
Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 2.12b

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Proposed mitigation planting at Year 15
 Onshore substation zone
 Indicative Mona onshore substation 7 footprint



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.10: Offa's Dyke Path Pen-y-Mynydd (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

Mona Offshore Wind Project
 JSL3999

Date of photograph: 18/03/22
 OS Grid Ref: 307508, 375769

Horizontal field of view: 90°
 To be viewed at comfortable arms length

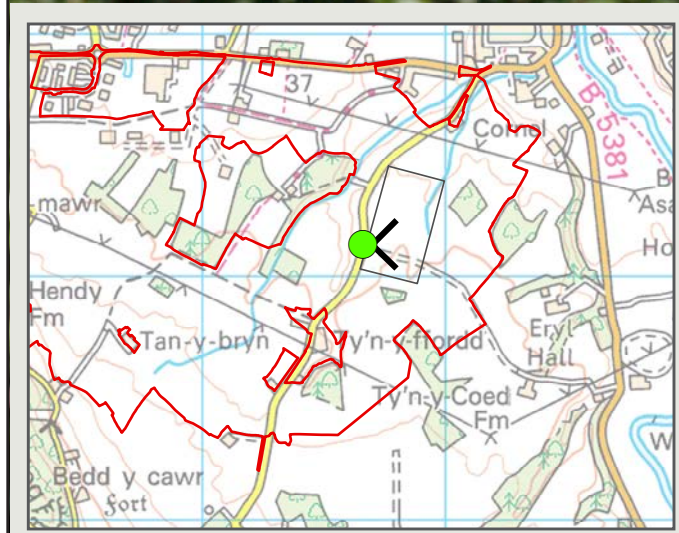
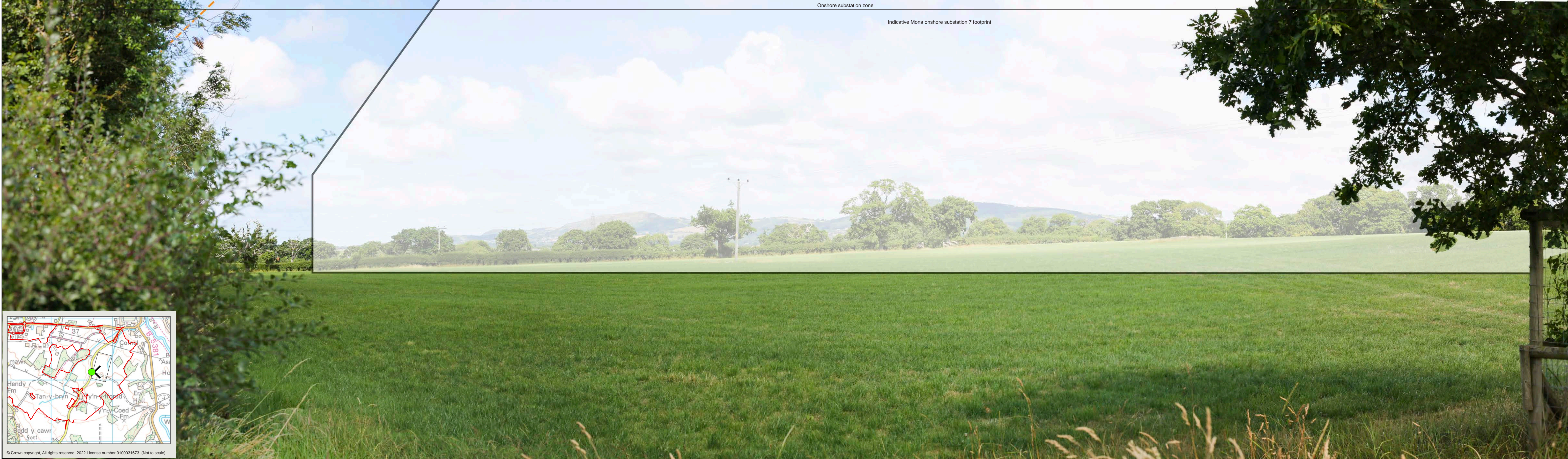
Wirelines
 Figure 2.13b

12079-0466F-06

Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 7 footprint



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Green dot & arrow indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.1: Local road south of the Proposed Onshore Development Area (90° Panorama)

Indicative onshore substation footprint
 Onshore substation zone

Proposed mitigation planting at 15 years

Mona Offshore Wind Project
 JSL3999

Date of photograph: 26/07/22
 OS Grid Ref: 302662, 373135

Horizontal field of view: 90°
 To be viewed at comfortable arms length

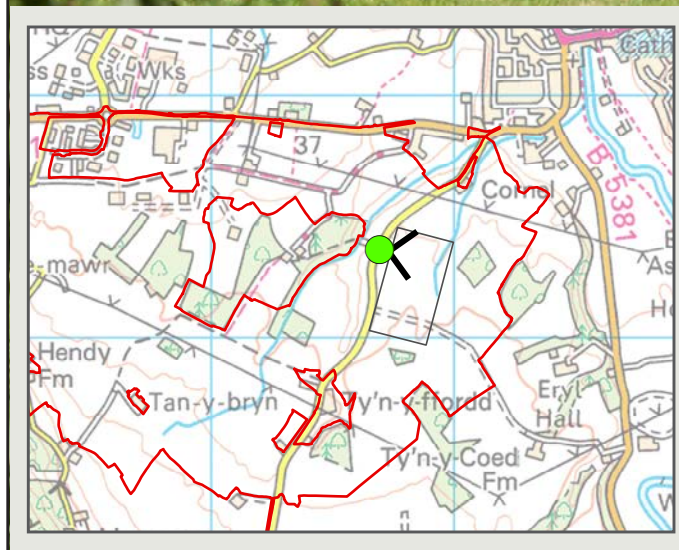
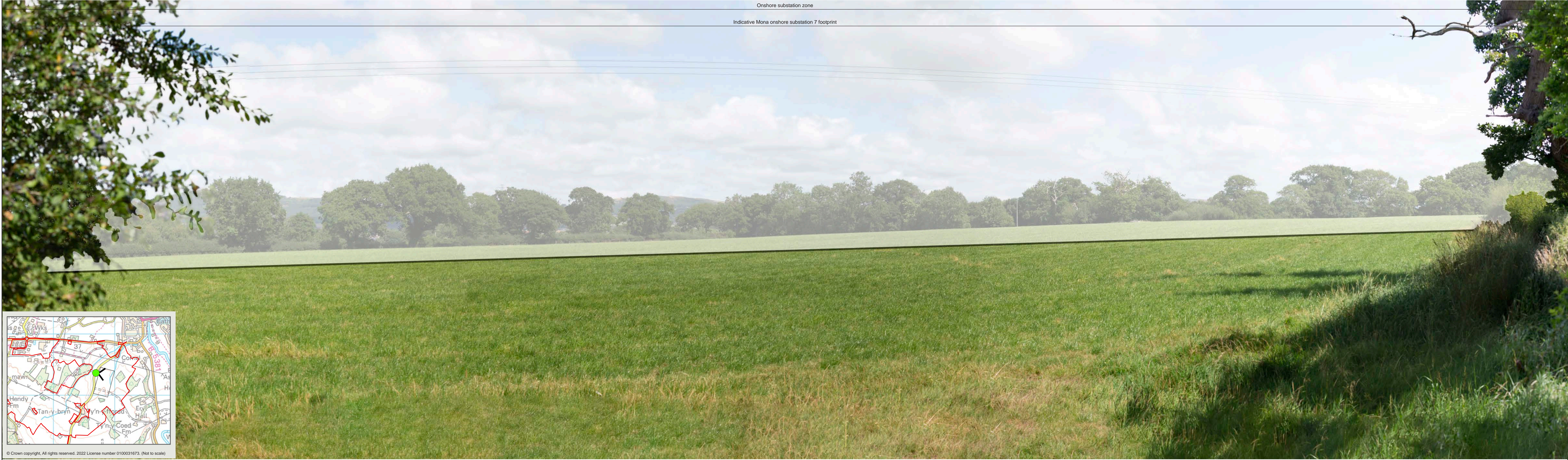
Wirelines
 Figure 3.1b

12079-0466F-06

Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 7 footprint



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Green dot < indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.2: Local road west of the Proposed Onshore Development Area (90° Panorama)

Indicative onshore substation footprint
Onshore substation zone

Proposed mitigation planting at 15 years

Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 302694, 373367

Horizontal field of view: 90°
To be viewed at comfortable arms length

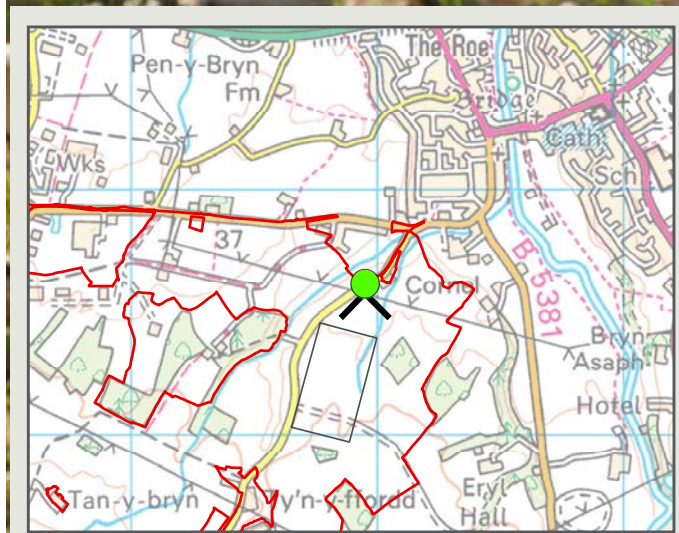
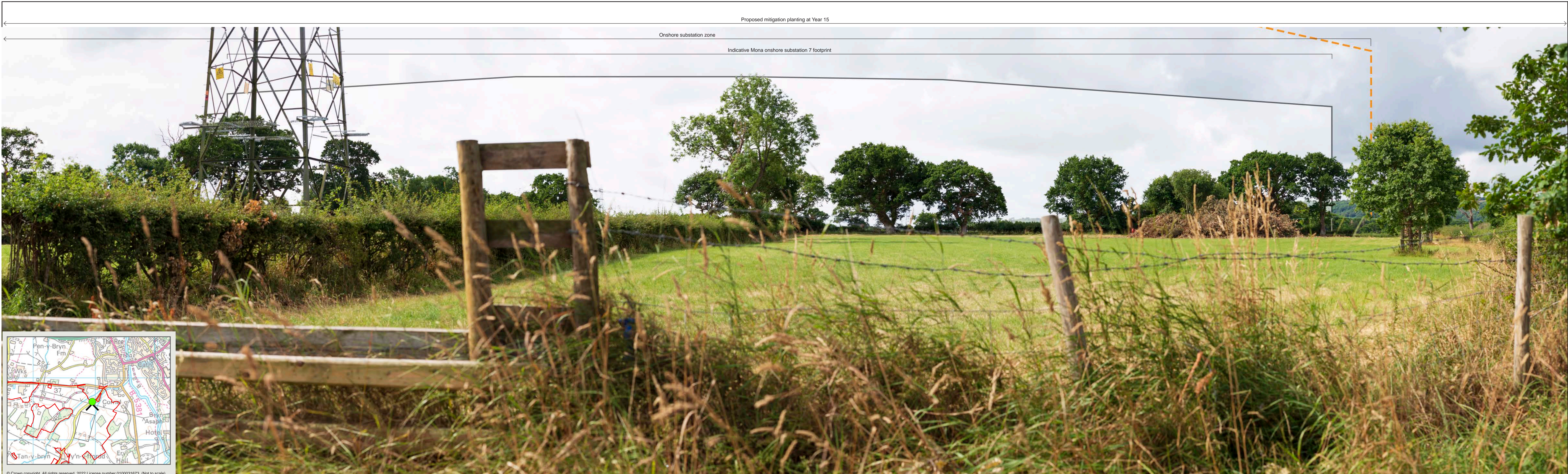
Wirelines
Figure 3.2b

12079-0466F-06

Proposed mitigation planting at Year 15

Onshore substitution zone

Indicative Mona onshore substation 7 footprint





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↙ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.3: P Local road north of the Proposed Onshore Development Area (90° Panorama)

 Indicative onshore substation footprint
 Onshore substitution zone

 Proposed mitigation planting at 15 years

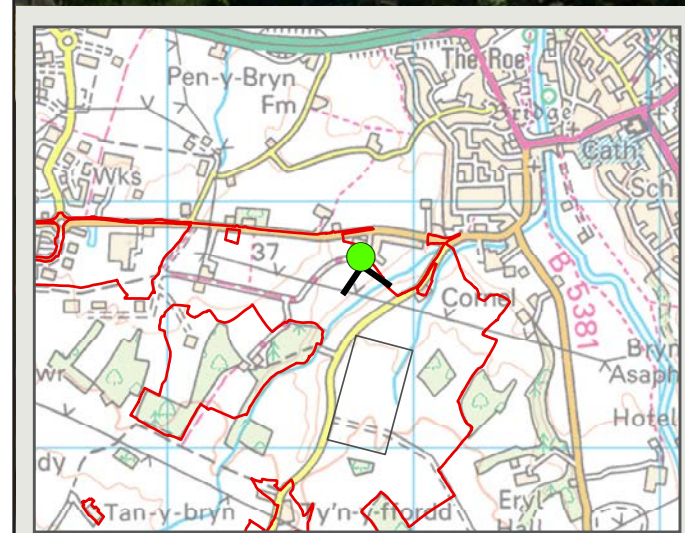
Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 302951, 373617

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.3b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.4: Bridleway west of the Proposed Onshore Development Area (90° Wireline)

-  Indicative onshore substation footprint
-  Onshore substitution zone
-  Proposed mitigation planting at 15 years

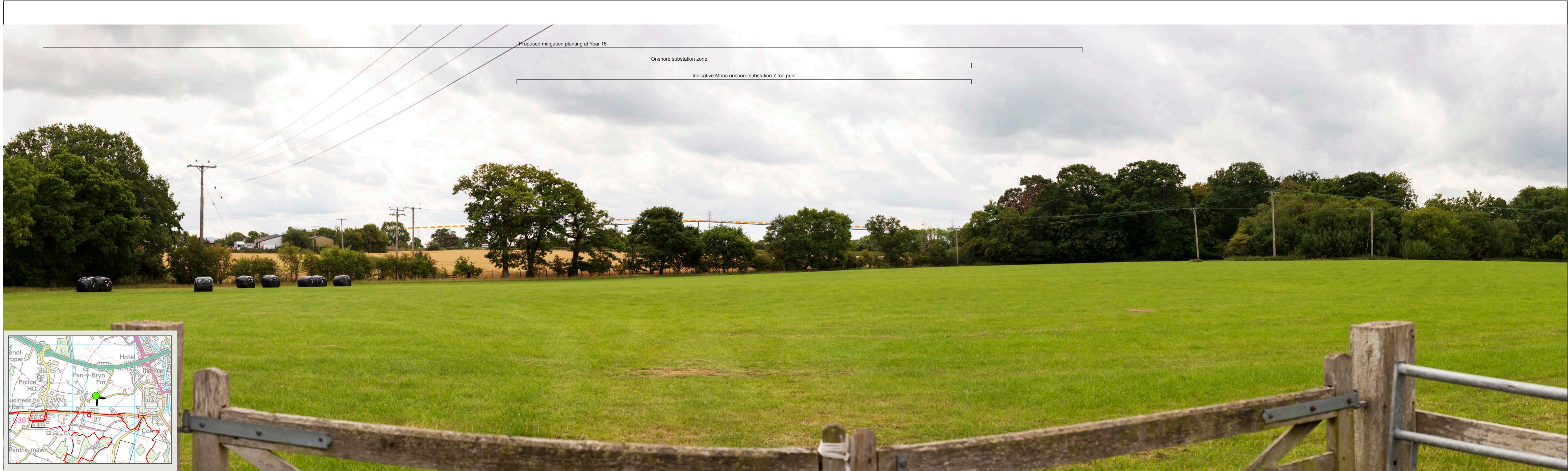
Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 302787, 373777

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.4b

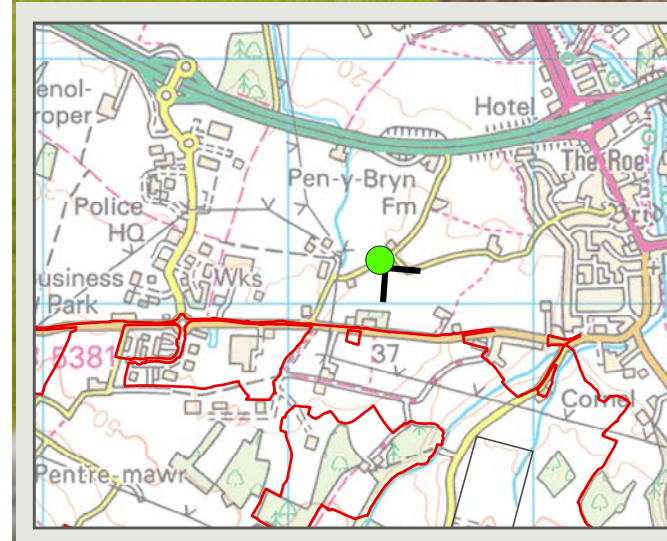
12079-0466F-06



Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 7 footprint



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Green dot indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.5: Cwtir Lane (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

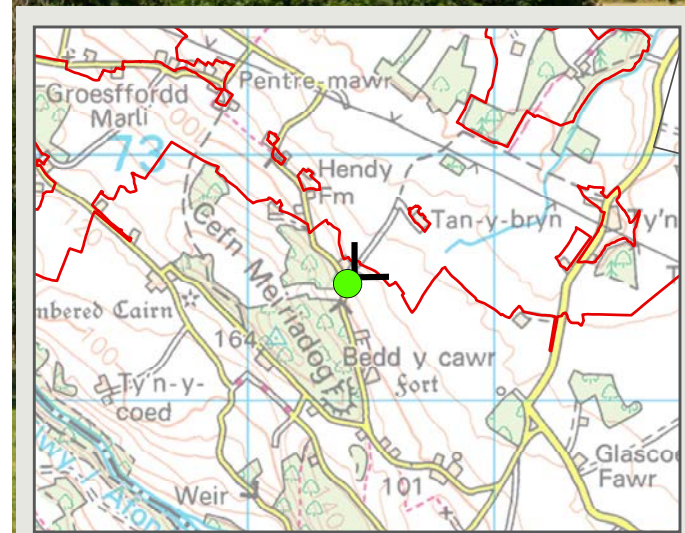
Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 302373, 374176

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.5b

12079-0466F-06



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↖ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.6: Local road at Isfryn Farm (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

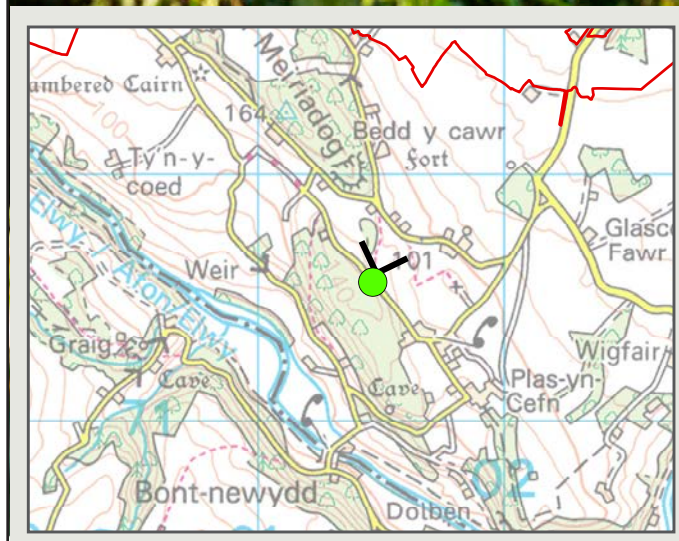
Mona Offshore Wind Project
JSL3999

Date of photograph: 22/03/22
OS Grid Ref: 301405, 372477

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.6b

12079-0466F-06



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Green dot & arrow indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.7: Public right of way/local road at Bedd-y-cawr (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

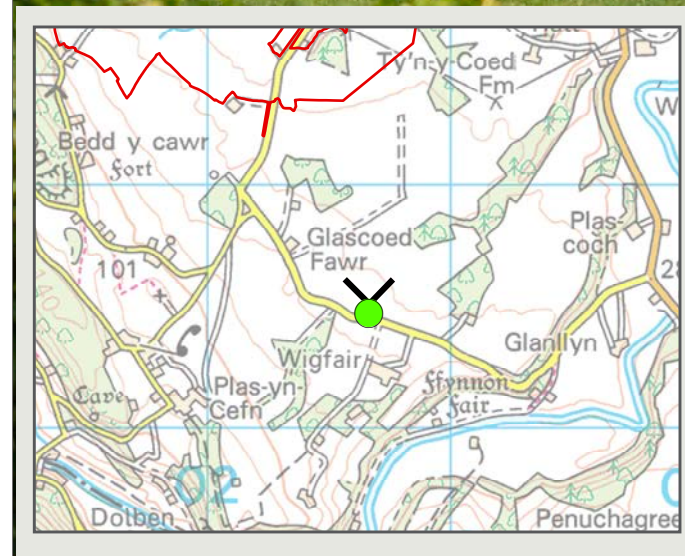
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/0/22
OS Grid Ref: 301468, 371565

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.7b

12075-0466E-06



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↖ indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.8: Local road at Wigfair Hall (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

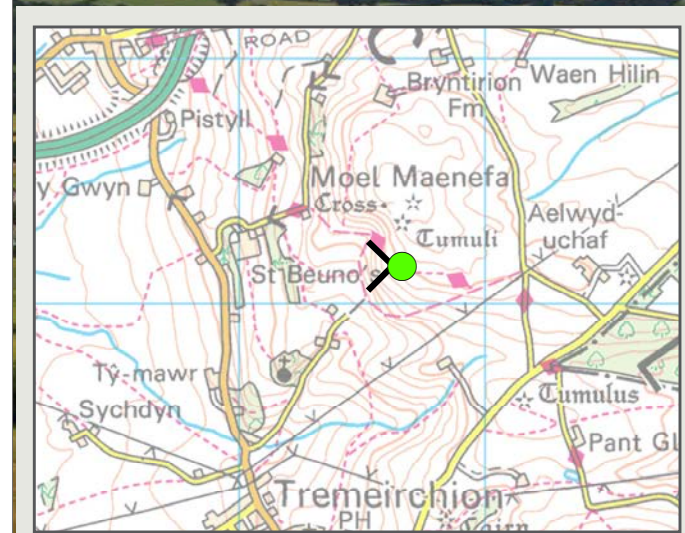
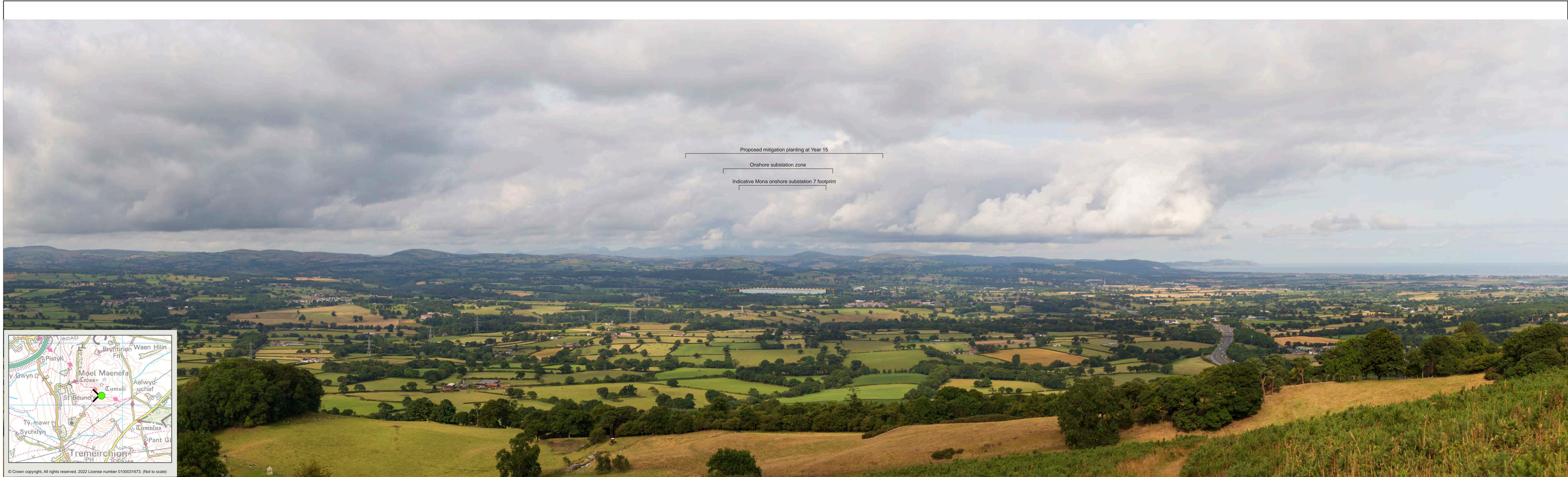
Mona Offshore Wind Project
JSL3999

Date of photograph: 26/07/22
OS Grid Ref: 302666, 371474

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.8b

12079-0466F-06



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.9: Offa's Dyke Path Moel Maenefa (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

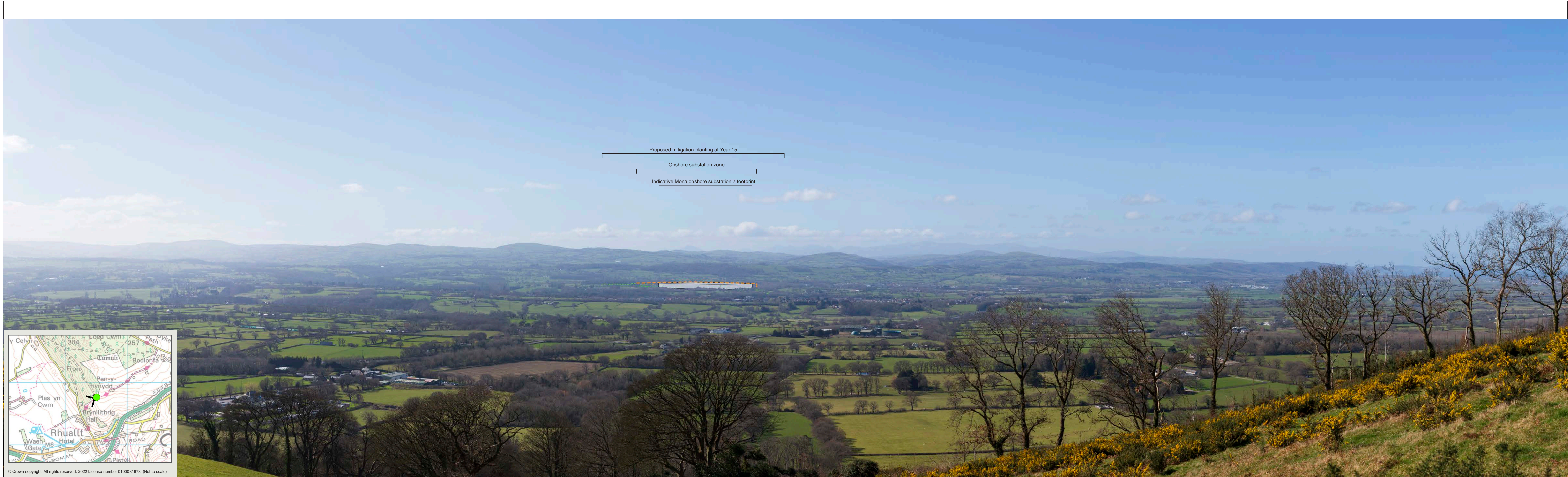
Mona Offshore Wind Project
JSL3999

Date of photograph: 27/07/22
OS Grid Ref: 308663, 374155

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.9b

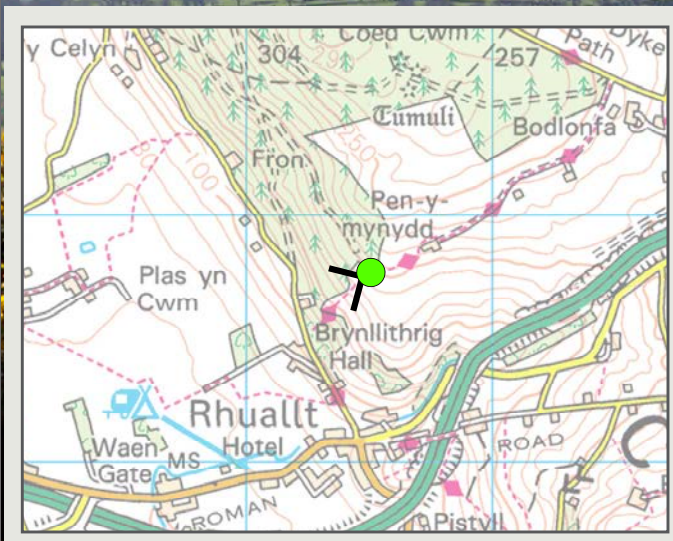
12079-0466-06



Proposed mitigation planting at Year 15

Onshore substation zone

Indicative Mona onshore substation 7 footprint



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< indicates the 90° field of view from the respective viewpoint



Representative Viewpoint 3.10: Offa's Dyke Path Pen-y-Mynydd (90° Panorama)

-  Indicative onshore substation footprint
-  Onshore substation zone
-  Proposed mitigation planting at 15 years

Mona Offshore Wind Project
JSL3999

Date of photograph: 18/03/22
OS Grid Ref: 307508, 375769

Horizontal field of view: 90°
To be viewed at comfortable arms length

Wirelines
Figure 3.10b

12079-0466F-06