



North Wales Border Control Post

Environment Report
BCP21-002-00-00

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Contents

1	Introduction	1
1.1	Purpose of this Report	1
1.2	Screening under the Environmental Impact Assessment Regulations	1
2	The Scheme	4
2.1	Site Description	4
2.2	Proposed Development	6
2.3	Stakeholder Engagement	8
3	Environmental Effects	10
3.1	Assessment Methodology	10
3.2	Air Quality	11
3.3	Cultural Heritage	14
3.4	Landscape and Visual	17
3.5	Geology and Soils	21
3.6	Biodiversity	23
3.7	Material Assets and Waste	26
3.8	Noise and Vibration	28
3.9	Population and Human Health	31
3.10	Road Drainage and the Water Environment	33
3.11	Climate	35
3.12	Cumulative Effects	39
4	Summary	41
A.	Environmental Constraints Plan	46
B.	Air Quality Appendix	47
C.	Heritage Impact Assessment	48
D.	Landscape and Visual Appraisal	49
E.	Preliminary Ecological Appraisal Report	50
F.	Noise Impact Report	51

Tables

Table 1.1: Locations within this Report of the Selection Criteria for Screening Schedule 2 Development	2
Table 2.1: Stakeholder Engagement, Excluding Relevant Owners and Occupiers	8
Table 3.1: Summary of Cultural Heritage Effects from Construction	15
Table 3.2: Summary of Cultural Heritage Effects from Operation	16
Table 3.3: Designated Sites within 2km of the Site	23
Table 3.4: UK and Wales Carbon Budgets	35
Table 3.5: Existing Regional Climate Conditions for Wales (30 year average (1981-2010))	36
Table 3.6: Projected Climate Change for Wales (UKCP18 RCP8.5, 2080-2099)	36
Table 3.7: Assessment of Resilience of Scheme Receptors to Climate Change	37
Table 3.8: ZOI for Each Environmental Discipline Assessed within the Environment Report in Relation To Cumulative Effects	39
Table 3.9: Relevant Developments within 5km	39
Table 4.1: Summary of Impacts, Mitigation Measures and Significance of Effect for Each Environmental Discipline	42

Figures

Figure 2.1: Scheme Location	5
Figure 2.2: Indicative Scheme Boundary	5

1 Introduction

1.1 Purpose of this Report

Mott MacDonald has been appointed by Welsh Government (WG) to undertake an assessment of the likely environmental effects of the development at Plot 9 Parc Cybi, Holyhead, for a permanent Border Control Post (BCP) (hereafter referred to as the 'scheme').

The objective of this report is to identify any likely adverse or beneficial significant environmental effects as a result of the scheme, and where relevant, outline the measures incorporated in the scheme design and delivery method to avoid, eliminate or reduce what might otherwise have been significant adverse effects on the environment.

The report is structured as follows:

- **Chapter 2 – The Scheme:** provides a description of the site and proposed development;
- **Chapter 3 – Environmental Effects:** Provides details of the environmental baseline, constraints, sensitivity of receptors and the potential environmental effects.

1.2 Screening under the Environmental Impact Assessment Regulations

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (as amended) ('the EIA Regulations') set out procedures for determining whether or not development is 'EIA Development' for which an Environmental Statement must be prepared to accompany a planning proposal. The EIA Regulations defines 'EIA Development' as either:

- (a) "Schedule 1 development; or,*
- (b) Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location."*

Regulation 2(1) defines 'Schedule 2 development' as:

"Development, other than exempt development, of a description mentioned in Column 1 of the table in Schedule 2 where –

- (a) Any part of the development is to be carried out in a sensitive area; or,*
- (b) Any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development."*

The scheme does not comprise development listed under Schedule 1 of the EIA Regulations. However, there are particular provisions under Schedule 2 that are of relevance. The scheme, as described in Chapter 2 of this report is likely to comprise development listed under Column 1 of Schedule 2, i.e. *"Category 10(b) Urban development projects, including the construction of shopping centres, car parks, sports stadiums, leisure centres and multiplex cinemas, where the overall area of the development exceeds 5 hectares."* The scheme is also located within the Ynys Môn/Anglesey Area of Outstanding Natural Beauty (AONB) which categorises the development as being within a sensitive area.

The scheme area is 6.4ha and includes more than 5ha of urban development which is not dwelling development. The scheme is a Schedule 2 development as it is also located within a sensitive area. This report sets out why the scheme is not considered to be EIA development, the screening for which is set out within Section 1.2.1 below.

1.2.1 Selection Criteria for Screening

Schedule 3 of the EIA Regulations sets out selection criteria for screening Schedule 2 development, which are the criteria used to determine whether the development is considered to be EIA development.

The following table outlines where the relevant Schedule 3 selection criteria can be found within this report.

Table 1.1: Locations within this Report of the Selection Criteria for Screening Schedule 2 Development

Selection Criteria for Screening Schedule 2 Development	Location within the Report
Characteristics of Development	
(a) the size and design of the whole development	2.2 and 2.3
(b) cumulation with other existing development and/or approved development	3.12
(c) the use of natural resources, in particular land, soil, water and biodiversity	3.5, 3.6, 3.7 and 3.10
(d) the production of waste	3.7
(e) pollution and nuisances	3.2, 3.5, 3.7, 3.8 and 3.10
(f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge	3.11
(g) the risks to human health (for example, due to water contamination or air pollution)	3.2, 3.5, 3.7, 3.8 and 3.10
Location of Development	
(a) the existing and approved land use	2.2 and 2.3
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	N/A – the scheme is not anticipated to affect the abundance, availability, quality or regenerative capacity of natural resources.
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths	The scheme is not located within a wetland, riparian or river mouth area, however it is a very wet site. Therefore, a Road Drainage and Water Environment assessment has been undertaken within Section 3.10.
(ii) coastal zones and the marine environment	N/A – the scheme is not located within a coastal zone and has no direct interactions with the marine environment. There is the potential for indirect interactions with the marine environment through pollution pathways during the construction and operation stage. This has been assessed within the Habitat Regulations Assessment (HRA) (BCP21-007-00-00) and Section 3.6 of this report.
(iii) mountain and forest areas	N/A – the scheme is not located within and would not affect a mountainous or forested area
(iv) nature reserves and parks	N/A – the scheme is not located within and would not affect nature reserves and parks
(v) European sites and other areas classified or protected under national legislation	The scheme location is not situated within any European Sites and other areas classified or protected under national legislation. Designations within the Zone of Influence (ZOI) are discussed under Section 3.6
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure	No pollution incidents have been declared on the site.
(vii) densely populated areas	N/A – the scheme area is not considered to be a densely populated area. The closest residential receptors are located approximately 100m south west.

(viii) landscapes and sites of historical, cultural or archaeological significance	3.3 and 3.4
Types and Characteristics of the Potential Impact	
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	2.2 and 3.2 – 3.12
(b) the nature of the impact	3.2 – 3.12
(c) the transboundary nature of the impact	N/A – the scheme is located entirely within the UK and no transboundary effects are anticipated.
(d) the intensity and complexity of the impact	3.2 – 3.12
(e) the probability of the impact	3.2 – 3.12
(f) the expected onset, duration, frequency and reversibility of the impact	3.2 – 3.12
(g) the culmination of the impact with the impact of existing and/or approved development	3.12
(h) the possibility of effectively reducing the impact	Relevant mitigation measures are included within Sections 3.2 – 3.12

2 The Scheme

2.1 Site Description

The scheme would be located on Plot 9 of Parc Cybi, Holyhead, on the Isle of Anglesey off the Welsh coast. Parc Cybi is located approximately 2.4km south-east of Holyhead Port and Plot 9 is currently in use as a Heavy Goods Vehicle (HGV) stacking facility.

To the north-west of the site is a Roadking truck stop service station and Premier Inn Hotel, agricultural fields are located to the north along with the North Wales Expressway (A55) and the Trefignath burial chamber. To the south and south-west, residential properties are located.

The site comprises 6.4ha and is located on land to the south west of Parc Cybi on the outskirts of Holyhead and currently features an area of hardstanding surrounded by limited pockets of vegetation and rocky outcrops, bound by a perimeter stock proof fence. The site is within the ownership of Welsh Government.

The site is accessed via a distribution road (Parc Cybi), extending southwards from a roundabout on the A5153 to the west of junction 2 of the A55 North Wales Expressway.

The site is located within the Ynys Môn/Anglesey AONB. There are two Special Protection Areas (SPA), two Special Areas of Conservation (SAC) and one Site of Special Scientific Interest (SSSI) within 2km of the site. The nearest heritage assets are a scheduled monument (Trefignath Burial Chamber) located 40m to the north east of the site. There are a further two scheduled monuments located to the north (Ty-Mawr Standing Stone) and south east (Tre-Arddur Hut Group) of the site, at approximately 490m and 610m, respectively.

The closest residential properties are located approximately 100m south west of the site, forming the northern edge of Trearddur Bay. The closest footpath is located approximately 500m south west from the site at the northern end of Trearddur Bay. The site is located entirely within Flood Zone A which is considered to be at little or no risk of fluvial or coastal/tidal flooding. There is a risk of flooding from surface water and small watercourses within the site (low, medium and high risk), in isolated low-lying areas of the site.

Part of the site has already been developed using a temporary planning permission under Welsh Governments' Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the end of the transition period. This means the ecological and archaeological interests have already been investigated with little or no wider impact as a result of the proposed development for a BCP. Further details are given in the Cultural Heritage and Biodiversity Chapters 3.3 and 3.6 respectively.

The scheme location within the wider area is shown in Figure 2.1 and the red line boundary is illustrated within Figure 2.2.

Figure 2.1: Scheme Location



Source: Map data © OpenStreetMap contributors, Map layer by Esri

Figure 2.2: Indicative Scheme Boundary



Source: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

2.2 Proposed Development

This submission is seeking relevant approval for the construction and operation of a permanent BCP at Plot 9 of Parc Cybi to serve Holyhead Port, including the erection of a number of buildings (inspection facilities for plant produce, small animals, large animals, horses, and office buildings), additional hardstanding area for transport and parking, new fencing, lighting columns, drainage and associated landscaping.

Approval is sought for a “Rochdale” Consenting Envelope. The “Rochdale” consenting envelope (hereafter referred to as the ‘Consenting Envelope’) sets out the maximum assessed limits of the development, thus allowing some flexibility in the final design of the scheme. The envelope has been assessed to ensure that there are no significant environmental impacts resulting from the construction and operation of the BCP. Use of a Special Development Order under the Town and Country Planning Act 1990 is not permissible if the development gives rise to significant environmental effects, as determined in accordance with the EIA Regulations. The SDO Limitations Spreadsheet (BCP21-006-04-00)¹ sets limits regarding the built development permitted on site. It also sets limits to control the development through the construction and operational phases. This should be read in conjunction with the SDO Consenting Envelope drawing (BCP21-006-05-00)² which gives the flexible consenting envelope spatial expression.

2.2.1 Indicative Scheme Design Used for the Consenting Envelope

The proposed scheme would be comprised of the following elements which would be realised within the limits established by the Consenting Envelope (drawing and limits table):

- Inspection facilities located within portal frame steel buildings for plant, produce, small animals, large animals, horses and associated office buildings;
- An internal road network including multiple vehicle parallel holding lanes (“swim lanes”) and large vehicle parking;
- Parking for staff;
- Ancillary infrastructure such as mechanical and electrical plant, security fencing, access control, CCTV and lighting columns;
- Waste management facilities;
- Sustainable drainage systems (SuDS) compliant drainage; and,
- Landscaping.

The following features are essential mitigation to ensure no significant environmental effects as indicated on the Consenting Envelope drawing:

- There would be one main point of entry/exit for vehicles coming to the site, additional entry and exit points would only be permitted for emergency use and are to be constructed with permeable reinforced grass.
- Buildings and hardstanding would be contained to the land identified as the “Developable Area”. Within this area building heights would be restricted, split in to three zones, 33m AOD, 28m AOD and 23m AOD. No development of any kind would occur within the area described as ‘Rocky Outcrop’.
- Noise mitigation would be required, and an indicative location has been illustrated.
- The existing landscape bund with trees would be retained and enhanced.
- Additional landscaping buffers would be provided, with a minimum of 10m landscape buffer of native mixed tree species which shall be planted between the existing bund of trees and

¹ Mott MacDonald (2021) SDO Limitations Spreadsheet. September 2021. Document Number: BCP21-006-04-00.

² Mott MacDonald (2021) SDO Consenting Envelope. September 2021. Drawing Number: BCP21-006-05-00.

the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards the eastern part of the site the landscape buffer shall comprise of two linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established as identified on Consenting Envelope drawing 100100943-MMD-PC-XX-DR-AR-0012.

- An existing pond located in the south eastern corner of the site would be retained.

2.2.2 Construction

The construction works are currently anticipated to start Spring 2022 and last for approximately eight months.

Construction HGVs would not exceed 100 HGVs a day (which is the equivalent of up to 200 HGV movements a day). Access to the site would be through the existing access point.

Construction works are likely to include the following:

- Earthworks required to level the site;
- Partial removal/demolition of previous surfacing and drainage attenuation features;
- Construction of inspection facilities and associated buildings;
- Minor vegetation clearance, where not restricted by the Consenting Envelope;
- Installation of SuDS ponds and wetland area;
- Provision of additional hardstanding e.g. road infrastructure and ancillary plant;
- Connection of utility services;
- Landscape planting; and,
- Security fencing around the perimeter of the site.

A Construction Environmental Management Plan (CEMP) would be produced by the contractor upon appointment, which would encompass any mitigation deemed necessary as a result of the relevant environmental assessments. Temporary lighting would be required, which would be low level, hooded and directional and used for the minimum time required.

2.2.3 Operation

The site would be managed by an appointed operator and would require a 24-hour, seven day a week operation, however this is dependent on the arrival of goods vehicles at times to align with ferry crossings arriving at the port of Holyhead.

Inspections would be required on goods such as animals, plants, products of animal origin, high-risk food and feed not of animal origin. There would be a variety of goods vehicles arriving at the site, such as HGVs, Light Goods Vehicles (LGV), livestock vehicles and cargo vans. Other vehicles on site would include maintenance and delivery vehicles and staff transport.

The site is designed on the assumption that up to 41 HGVs can be processed in a 24-hour period. However, operationally this is highly unlikely to occur. On average, around 25-30 goods vehicles would be expected at the site during any 24-hour period.

There would be a 10mph maximum speed within the site boundary for all vehicles. Incoming goods vehicles for checking may queue in swim lanes, before proceeding to their relevant building for checking. Signage would be provided to manage traffic and would state engines to

be off unless manoeuvring. Vehicles are expected to be on site for anywhere between 30 minutes and 3 hours.

It is presently expected that approximately 60 staff would be at the site at any one time, providing support for the following departments or roles:

- APHA Animal;
- APHA Plant;
- Local Authority;
- Document Checks;
- Operations / Security; and,
- Other staff roles.

2.3 Stakeholder Engagement

A desk-based stakeholder identification and mapping exercise has been conducted to ensure all relevant stakeholders have been identified and engaged prior to the planning consents being applied for. Key environmental stakeholders, including the Statutory Environmental Bodies (SEBs) (Natural Resources Wales (NRW), Cadw, the local authority and Gwynedd Archaeological Planning Service), have been engaged about the scheme proposals. A summary of this engagement where it relates to environmental stakeholders is found in Table 2.1 below. Full details of the engagement undertaken can be found in the Consultation Engagement Report (BCP21-006-06-00)³.

Table 2.1: Stakeholder Engagement, Excluding Relevant Owners and Occupiers

Date	Organisation	Information Provided
2 March 2021	Natural Resources Wales (NRW) and Isle of Anglesey County Council (IACC)	Introductory call with Senior Landscape Advisor (NRW) and Senior Landscape and Tree Officer (IACC) to discuss key constraints of the scheme upon landscape.
10 March 2021	Cadw	Introductory call with the Senior Historic Environment Planning Officer to discuss key constraints of the scheme upon heritage.
11 March 2021	Gwynedd Archaeological Planning Service (GAPS)	Introductory call with the Senior Planning Archaeologist to discuss key constraints of the scheme upon archaeology and cultural heritage.
31 March 2021	NRW	Introductory call with Species Specialist Officer to discuss key constraints of the scheme upon ecology.
1 April 2021	IACC	Introductory call with Ecology Officer to discuss key constraints of the scheme upon ecology.
6 April 2021	NRW and IACC	Technical call with the Species Specialist Officer (NRW) and Ecology Officer (IACC) to agree approach to ecology surveys and assessment.
14 April 2021	NRW and IACC	Technical call with the Senior Landscape Advisor (NRW) and Senior Landscape and Tree Officer (IACC) to discuss and agree landscape viewpoints, and approach to the landscape assessment.
7 May 2021	Cadw and GAPS	Technical call with Senior Planning Archaeologist (GAPS) and Senior Historic Environment Planning Officer (Cadw) to update them with the current design and approach to the heritage assessment.
10 June 2021	GAPS and NRW	Workshop undertaken to run stakeholders through the assessment and design work undertaken for heritage and landscape to ensure that the scheme does not result in significant adverse effects.
16 June 2021	NRW and IACC	Two workshops undertaken with IACC Ecology Officer, NRW Species Specialist Officer and IACC Environmental Health Officer. The workshop covered the assessments, design measures and mitigation that has been

³ Mott MacDonald (2021) Consultation Engagement Report, September 2021. Document Number: BCP21-006-06-00

Date	Organisation	Information Provided
		implemented into the design to ensure that the scheme does not result in significant adverse effects.

3 Environmental Effects

3.1 Assessment Methodology

This chapter considers each environmental discipline in turn, describing the environmental baseline and providing an assessment of the likely environmental effects of the scheme, including those that are potentially significant. The consideration of effects for each environmental discipline has been supplemented by guidance where appropriate in order to provide a more robust assessment of the effects. Further information on the guidance used for each environmental discipline is outlined in Sections 3.2 to 3.12 below.

The environmental constraints and key environmental receptors within the vicinity of the site are shown on the Environmental Constraints Plan in Appendix A (BCP21-002-01-00).

3.1.1 Key Assumptions and Limitations

The site has recently been developed under Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the end of the transition period. To develop this temporary facility, the majority of the site underwent archaeological evaluation [Brython Archaeology CYF and Jones Bros Ltd⁴]. Archaeological remains were investigated and recorded during two separate programmes of archaeological evaluation. Archaeological remains were removed during this process, there is therefore no potential for unknown archaeology within the Developable Area. Therefore the baseline condition of the site has been assumed to be a predominantly cleared site, with retained vegetation around the perimeter, and asphalt covering up to 50% of the site. As the emergency HGV stacking facility is temporary for up to six months only, the baseline for the assessment of the BCP has not included its current use which comprise temporary buildings, lighting and HGV movements. The assessments set out within Sections 3.2 to 3.12 below have therefore applied a worst-case approach without the temporary presence of the stacking facility's infrastructure.

All of the environmental assessments have assumed a worst case of 24-hour, seven days a week operation of up to 41 HGVs a day. In actuality, the site would most likely process up to 25-30 HGVs a day. Although not all vehicles that would utilise the BCP would be HGVs, all 41 have been assumed to be HGVs to ensure a worst-case approach is applied.

The height of buildings have been assessed according to the zoned requirements across the site, as set out within the Consenting Envelope. Although in actuality, it is likely that the maximum height of buildings would 8.5-9m, for the Landscape and Heritage Impact Assessment, building heights of up to 15m have been assumed, to ensure a worst-case approach is applied. In order to ensure that the scheme provides the required noise mitigation, the Noise Impact Assessment's worst-case assumption was based on the lower building heights set out at the time of writing (8.5-9m - RIBA Stage 2 Outline Design).

The precautionary approach described above has been applied to ensure that all potential impacts are captured and assessed and, if required, mitigated for.

⁴ Brython Archaeology CYF (2020) *Land to the South of Parc Cybi, Holyhead: Report on Archaeological Evaluation Trenching. B2015.EVAL.REP.01.*

3.2 Air Quality

The air quality impacts of the scheme have been assessed and described in accordance with the methodology outlined in Appendix B: Air Quality Appendix (BCP21-002-02-00).

3.2.1 Methodology and Baseline

The assessment has considered relevant legislation and local policy to inform the assessment and followed best practice air quality guidance including Defra, the Institute of Air Quality Management (IAQM)^{5,6} and Highways England's Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality⁷. The applicable legislation and air quality baseline are presented within the Air Quality Appendix within Appendix B (BCP21-002-02-00).

The baseline assessment demonstrates that nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) concentrations at the site and scheme's surroundings are well below the applicable air quality standards.

3.2.2 Assessment Approach

The potential air quality impacts of the scheme have been assessed and screened considering the standards set out within DMRB LA 105.

Air quality effects from construction have been assessed qualitatively considering the scale of the construction activities and the good practice mitigation measures that would be employed during the construction period. Construction traffic has been screened against the DMRB LA 105 criteria.

The operation of the scheme has the potential to increase traffic flows on the on and off slips from the A55, the A5153 and Parc Cybi as Heavy Duty Vehicles⁸ (HDVs) divert from the existing route to/from the port of Anglesey to the site. In addition, staff trips would also be associated with the operation of the site. Whilst a strategic traffic model has not been produced, the number of additional HDVs accessing the scheme has been estimated based on the maximum operating capacity of the site and an estimate of the likely staff numbers.

Estimated changes in traffic flows have been screened against the following criteria in accordance with Paragraph 2.1 of DMRB LA 105 and likely significant effects described:

- Road alignment would change by five metres or more.
- Daily traffic flows would change by 1,000 Annual Average Daily Traffic (AADT) or more.
- HDV flows would change by 200 AADT or more.
- A change in speed band⁹.

The potential air quality effects from the operation of the site itself have also been assessed qualitatively considering potential emission sources and distances to nearby sensitive receptors.

⁵ Institute of Air Quality Management (2014) Guidance on the assessment of dust from demolition and construction.[Online] Available at: [construction-dust-2014.pdf \(iaqm.co.uk\)](https://www.iaqm.co.uk/construction-dust-2014.pdf)

⁶ Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning For Air Quality. [Online] Available at: [air-quality-planning-guidance.pdf \(iaqm.co.uk\)](https://www.iaqm.co.uk/air-quality-planning-guidance.pdf)

⁷ Highways England (2019) DMRB LA 105 – Air Quality Revision 0. [Online] Available at: [10191621-07df-44a3-892e-c1d5c7a28d90 \(standardsforhighways.co.uk\)](https://www.standardsforhighways.co.uk/10191621-07df-44a3-892e-c1d5c7a28d90)

⁸ HDVs are defined as vehicles with a gross vehicle weight above 3.5 tonnes.

⁹ A speed band is a range of categories (i.e. heavy congestion, light congestion, free flow and high speed) for which speed outputs from the traffic model are grouped into to describe their emissions.

3.2.3 Construction

3.2.3.1 Traffic

The construction phase of the scheme is expected to continue for up to eight months. Standards from the DMRB LA 105 states that construction effects are unlikely to constitute a significant air quality effect where construction activities are programmed to last for less than two years.

There are expected to be approximately 100 one-way HDV movements per day (200 two-way movements) during the construction phase. When expressed as an annual average flow, 200 two-way movements is equivalent to approximately 135 two-way movements. This is below the threshold of requiring an air quality assessment in line with the DMRB criteria set out above.

Based on the construction phase duration and expected number of HDV movements, construction traffic would not result in significant increases in pollutant concentrations at any human health or ecological receptors and therefore does not require further assessment.

3.2.3.2 Plant

Construction requires the use of different equipment such as excavators, cranes and on site generators. All construction plant has an energy demand resulting in direct emissions to air from exhausts. Emissions from these sources are small-scale and temporary in nature and guidance from the IAQM¹⁰ notes that the effects from plant are unlikely to be significant. With the implementation of best practice measures, the location of the site and the background air quality concentrations, effects of plant emissions on local air quality are considered of negligible impact. Best practice measures include turning off engines when vehicles are stationary (no idling vehicles) and ensuring that mains electricity or battery powered plant is used where practicable. Construction plant emissions have therefore not been assessed further.

3.2.3.3 Dust

Part of the site has already been developed using a temporary planning permission under Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the end of the transition period. This reduces the level of construction required at the site for the scheme.

There is the potential for creation of dust, predominantly from the excavations required as part of the works package, which could cause nuisance to nearby residential receptors. However, the implementation of best practice construction methods would reduce the creation of dust on-site during the construction phase. Such best practice measures would be included within the CEMP, which would be adhered to and implemented by the Principal Contractor. As such, no significant air quality effects are anticipated during construction of the scheme.

3.2.4 Operation

The following operational assumptions have been assessed:

- The proposed size of the site (up to 40 HDV spaces) and considering it is estimated on average 82¹¹ two-way HDV movements¹² expected per day; and,

¹⁰ Institute of Air Quality Management (IAQM) (2014) Guidance on the assessment of dust from demolition and construction. [Online] Available at: http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

¹¹ 82 two-way movements consisting of mainly HGVs but also conservatively includes LDVs likely to be vans/cars with horseboxes

¹² 41 one-way movements is equal to 82 two-way movements

- Up to 62 employees¹³ per shift with three shifts over a 24-hour period would be expected at the site creating a maximum of approximately 412 two-way movements per day.

In addition, the roads expected to experience the increase in traffic from the A55 are the A5153 and Parc Cybi. The only sensitive receptor located along these roads is the Premier Inn Hotel which is located approximately 30 metres from the A5153, therefore even in the event that more than 200 HDVs accessed the site on a daily basis, changes in pollutant concentrations at these receptors would likely be negligible and there would be no risk of the relevant air quality objectives being exceeded considering the existing concentrations in the area. The closest ecological site to the scheme is the Beddmanarch-Cymyran Site of Special Scientific Interest (SSSI) located approximately 1km south east, the site is located far enough away that it would not be affected by the scheme.

The site would have a full connection to the national grid and refrigerated HDVs would be provided with electric hookups to prevent the need for them to operate their refrigeration engine. In addition, the site would have a strict no idling policy to reduce emissions from HDVs whilst they are located there. Therefore, considering the closest sensitive receptors to the site boundary are located approximately 100m away off Penrhynh Geiriol, emissions from HDVs on site would not result in significant effects.

The site would contain onsite generators for use in emergency circumstances should there be a power supply issue from the national grid. Whilst the specification of these has not been confirmed, these generators would only be used in emergency situations, or for testing which would be approximately two hours every six months and a full day once per year. Considering the very limited use of the generators, it is considered that any emissions would not lead to significant air quality effects and they have not been considered further. In addition, if the requirements of the onsite generator changed, and expected hours of operation increased, the need for a Medium Combustion Plant Directive Permit would be discussed and agreed with NRW.

Considering the above, it is not anticipated that the screening criteria adopted for this assessment would be exceeded, and therefore it can be considered that changes in traffic flows caused by the scheme would not lead to any significant air quality effects and no further assessment has been undertaken.

¹³ 62 employees per shift has been used for the air quality assessment, in order to allow for a worst case scenario.

3.3 Cultural Heritage

This section provides a summary; the full baseline information and appraisal of impacts is available in Appendix C: Heritage Impact Assessment (BCP21-002-03-00).

3.3.1 Methodology and Baseline

The baseline information that supported this assessment has been accrued from the following resources:

- Cadw, Cof Cymru - National Historic Assets of Wales¹⁴;
- Information on non-designated heritage assets, including Gwynedd Archaeological Trust Historic Environment Record (HER)¹⁵;
- Reporting on previous archaeological investigation within the site, as available at time of writing, provided by Brython Archaeology CYF and Jones Bros Ltd¹⁶; and,
- Additional information available online, including additional archaeological reporting within the study area, referenced within the text where applicable.

A site survey and survey of heritage assets within the study area was undertaken by heritage professionals from Mott MacDonald on 18 March 2021 to inform this appraisal. Discussions with representatives from Cadw and Gwynedd Archaeological Planning Service (GAPS) have also informed this appraisal. These are set out within Section 2.3 of this report.

Impact on assets is understood in accordance with the following guidance:

- Cadw (2011)¹⁷ Conservation Principles for the sustainable management of the historic environment in Wales;
- Cadw (2017)¹⁸ Heritage Impact Assessment in Wales;
- Cadw (2017)¹⁹ Setting of Historic Assets in Wales; and,
- Chartered Institute for Archaeologists (CIfA) (2014)²⁰, Standard and guidance for desk-based assessment.

A study area of 1.5km has been used for designated heritage assets, and 500m for non-designated heritage assets. These study areas have been determined through professional judgement accounting for the topography and semi-rural setting of the site.

There are six designated heritage assets within the study area, comprising:

- Three scheduled monuments, which include Trefignath Burial Chamber (Cadw: AN011), approximately 40m north-east, Ty-Mawr standing stone (Cadw: AN012), approximately 490m north-west and Tre-Arddur Hut Group, approximately 610m south-east of the site.
- Three listed buildings, two at grade II and one at grade II*, including the grade II* listed Kingsland Windmill (Cadw: 5762) located approximately 1.5km west of the site.

¹⁴ Cadw (2021) Cof Cymru - National Historic Assets of Wales. Available online at: <https://cadw.gov.wales/advice-support/cof-cymru>

¹⁵ Gwynedd Archaeological Trust. [Online] Available at: <https://archwilio.org.uk/her/chi1/arch.html>

¹⁶ Brython Archaeology CYF (2020) Land to the South of Parc Cybi, Holyhead: Report on Archaeological Evaluation Trenching. B2015.EVAL.REP.01.

¹⁷ Cadw (2011) Conservation Principles for the sustainable management of the historic environment in Wales. [Online] Available at: https://cadw.gov.wales/sites/default/files/2019-05/Conservation_Principles%20for%20the%20sustainable%20management%20of%20the%20historic%20environment%20of%20Wales.pdf.

¹⁸ Cadw (2017) Heritage Impact Assessment in Wales. [Online] Available at: <https://cadw.gov.wales/sites/default/files/2019-05/20170531Heritage%20Impact%20Assessment%20in%20Wales%2026917%20EN.pdf>.

¹⁹ Cadw (2017) Setting of Historic Assets in Wales. [Online] Available at: <https://cadw.gov.wales/sites/default/files/2019-05/Setting%20of%20Historic%20Assets%20in%20Wales%20EN.pdf>.

²⁰ CIfA (2014) Standard and guidance for desk-based assessment. [Online] Available at: https://www.archaeologists.net/sites/default/files/CIfAS&GDBA_2.pdf

Examination of the local HER data identified 60 non-designated assets within the study area, of which 59 records refer to buried archaeological remains. The exception to this is Trearddur Chambered Tomb 300m south-east of the site (HER: 2504), which includes upstanding remains.

Archaeology within the Developable Area has been previously removed through a series of investigations, as set out in Section 3.3 of Appendix C. There is no archaeological potential within the Developable Area.

3.3.2 Construction

There are no anticipated archaeological impacts of the scheme. The area of the site which would be developed has already had all archaeology removed by a series of investigations and prior development.

The presence of construction machinery and associated noise and light pollution has the potential to impact heritage assets as a result of change within their settings. Construction of the scheme would result in an adverse impact to Trefignath Burial Chamber. However, this would not amount to a significant effect, largely due to existing development within its setting and measures during construction to reduce impacts. These measures include restrictions on the use of the north-east corner, most visible from the burial chamber, during construction.

The setting of Ty-Mawr Standing Stone already includes considerable noise and traffic presence within its setting; therefore, construction of the scheme would not result in an adverse impact. Other heritage assets would not be impacted due to their distance from the site. No other impacts are predicted from the construction of the scheme. All potential impacts arising from the scheme during construction are set out within Table 3.1 below.

Table 3.1: Summary of Cultural Heritage Effects from Construction

Asset	Impact?	Significant Effect?
Buried Archaeology	No	N/A
Trefignath Burial Chamber (scheduled monument)	Yes (adverse)	No
Other designated and non-designated heritage assets	No	N/A

3.3.3 Operation

The operation of the scheme has the potential to impact heritage assets as a result of change within their settings.

Operation of the scheme would result in an adverse impact to Trefignath Burial Chamber as a result of change within its setting, however this impact would not amount to a significant effect. The scheme would disrupt the intended tranquil, rural environment of the monument and detract from key views towards Ty Mawr Standing Stone and Holyhead Mountain. A significant effect is not predicted due to the restriction of the height of built structures, finish of the buildings, directional and hooded lighting, landscaping and restriction of the Developable Area and development in the north-east corner of the site. The site does not block a key view and is partially screened from the site by a hedgerow and the retained rocky outcrop, contributing to the lack of significant effect.

There would be an adverse impact from operation of the scheme on Ty-Mawr Standing Stone also as a result of change within its setting. The proposed scheme would detract from the key view towards Trefignath Burial Chamber but would not obscure it. It would also introduce additional infrastructure into the remaining rural elements of the setting of the asset. This would not amount to a significant effect. There would be no impact to the other designated assets identified within the study area.

The operation of the scheme would result in adverse impact to Trearddur Chambered Tomb through changes to its setting. This is primarily due to interruption of the view towards Holyhead Mountain and the introduction of infrastructure into a semi-rural setting. This is would not amount to a significant effect. No other impacts are predicted from the operation of the scheme.

All potential impacts arising from the scheme during operation are set out within Table 3.2 below.

Table 3.2: Summary of Cultural Heritage Effects from Operation

Asset	Impact?	Significant Effect?
Buried Archaeology	No	N/A
Trefignath Burial Chamber (scheduled monument)	Yes (adverse)	No
Ty-Mawr Standing Stone (scheduled monument)	Yes (adverse)	No
Trearddur Chambered Tomb (non-designated)	Yes (adverse)	No
Other designated and non-designated heritage assets	No	N/A

3.4 Landscape and Visual

This section provides a summary; the full baseline information and appraisal of impacts is available in Appendix D: Landscape and Visual Appraisal (BCP21-002-04-00).

3.4.1 Methodology and Baseline

The Guidelines for Landscape and Visual Impact Assessment²¹ has guided the assessment framework for landscape and visual effects.

A study area of 5km radius from the centre of the site was established as a suitable distance for the assessment of potentially significant landscape and visual effects. A 1km buffer was also established to identify any more local or significant effects.

The scheme lies within Plot 9 of Parc Cybi Industrial Estate. Plot 9 at Parc Cybi formed part of a previous planning consent (ref 19C842A/EIA) for a mixed-use scheme approved on 7 March 2005. Plot 9 has previously received outline planning consent for one large storage/distribution depot up to 15m high set on a development plateau of 6.44ha with associated access off the main spine road, service areas and car parking facilities.

Plot 9 is a former greenfield site on the south-western fringe of Parc Cybi at the end of the spine road and accessed off a three-armed roundabout. Part of the site has recently been developed (February 2021) as an emergency stacking facility for HGV's and the remaining area of the plot disturbed by archaeological investigations. This area has subsequently been reinstated and grass seeded.

The scheme is not located within a National Park or a Conservation Area. However, there is one primary landscape designation, Anglesey AONB, within the 1km study area together with three scheduled monuments (as described within the Cultural Heritage Chapter 3.3). The scheme and the wider Parc Cybi Industrial Estate falls entirely within the Anglesey AONB. Beyond the 1km study area and within the 5km buffer zone are areas of heritage coast, ancient woodland, open access areas and protected open space but these are at a distance to not be directly or indirectly affected by the scheme. There are also a number of scheduled monuments within the wider area of Holyhead towards Penrhosfeilw and South Stack that are so distant as to be unaffected by the scheme.

The proposed development site and surrounding area lies within National Landscape Character Area (NLCA) 1 Anglesey Coast that encompasses the entire coastline around Anglesey and a limited distance inland. The area generally coincides with the Anglesey AONB.

Plot 9 and the wider Parc Cybi lie within Landscape Character Area 25²² (LCA) 2 that covers the majority of Holy Island (apart from Holyhead Mountain that lies in LCA 1) and includes the town and port of Holyhead, the coastline to the south-west around Trearddur and the former factory of Anglesey Aluminium, and Penrhos Coastal Park.

The site lies within two visual and sensory data set areas as described in LANDMAP²³, namely:

1. YNSMNV084: Aluminium Works; and,
2. YNSMNV007: Holy Island YNSMNV091

The Zone of Theoretical Visibility (ZTV) (refer to Appendix A - Figure 8) indicates that there are several locations where there is likely to be intervisibility between the scheme and visual

²¹ Landscape Institute and the Institute of Environmental Management and Assessment (2013). Guidelines for Landscape and Visual Impact Assessment (Third Edition 2013) (GLVIA3)

²² Anglesey Landscape Strategy - Update 2011

²³ LANDMAP is an all-Wales resource that is administered by Natural Resources Wales. It records and evaluates landscape characteristics, qualities and influences on the landscape in a nationally consistent data set.

receptors. These locations were discussed with Landscape Officers from NRW and IACC and are summarised below:

- North and eastern sections of Parc Cybi;
- Holyhead Retail Park and Penrhos Industrial Estate;
- Anglesey Aluminium Works;
- Lon Trefignath and property of Tyddyn Uchaf;
- Trearddur Bay Country Park (Caravan Site);
- Trearddur Mews;
- Agricultural land to the south;
- Residential area of north Trearddur including properties on Penrhyn Geiriol;
- Holyhead Golf Course; and,
- Settlements and open access land to the north-west around Penrhosfeilw.

In addition to field observations, photographs were taken from a number of locations and are presented as illustrative viewpoints within Appendix D.

3.4.2 Construction

During the construction period, effects upon Landscape Character would arise due to the presence of construction plant, materials, machinery and the provision of construction lighting within the existing setting of the surrounding area. The addition of these new, albeit temporary, construction activities have the potential to bring new and slightly discordant features into the local landscape.

Visual effects would arise from the presence of construction plant, lighting and associated activities, resulting in a temporary change in view afforded by residential properties to the residential area of north Trearddur, in particular the properties on Penrhyn Geiriol and those on the eastern side of Hunters Chase, and visual receptors to the south and south-east such as users of Lon Trefignath.

However, considering the current use of the site as an emergency HGV stacking facility, and the relatively short-term nature of the construction works (up to eight months), effects on landscape character and visual amenity are not considered to be significant. Nonetheless, measures to minimise visual intrusion and impacts upon visual amenity and landscape character would be incorporated into a CEMP which would be adhered to and implemented by the Principal Contractor. This would include measures such as keeping a well-managed and tidy construction site and the use of directional, hooded, baffled and low-level lighting. In addition, the establishment of landscape planting would be prioritised to maximise the benefit of additional screening as early on as possible.

3.4.3 Operation

The scheme would introduce several buildings of varying heights, additional areas of hardstanding for HGVs and carparking, circulatory space, a new secure site boundary, and be lit at night for operational purposes. This would result in a change in view afforded by residential properties that overlook the site, particularly Penrhyn Geiriol and those on the eastern side of Hunters Chase. The views (as shown within the Illustrative Viewpoints (BCP21-002-04-02) which is found within Appendix D (BCP21-002-04-00)) from these properties are from an elevated position that varies between approximately 6-10m above the site depending on the exact location of the property. These properties currently have open views across the site, approximately half of which is currently used as a temporary HGV stacking facility. The wider settlement of Trearddur Bay with the exclusion of the properties described above, are unlikely to experience any change in visual amenity as a result of the scheme.

Whilst this new infrastructure would result in a change in the view to some visual receptors, this should be considered in the context of the partial development of Plot 9 and the wider Parc Cybi Industrial Estate that was first developed in 2008 and has now seen incremental up take of some developments plots by Roadking Truck Stop and Premier Inn, and the more recent and partial development of Plot 9 in 2021.

The site would not be readily visible from areas within the wider AONB or from other nearby residential areas of Kingsland to the west and north-west. There are likely to be some distant views of the site from vantage points such as Holyhead Mountain, but these are so distant (approximately 4.5km) that these are not considered likely to be significant. There are likely to be some glimpsed views of the roofs of the BCP buildings from some public rights of way and the local road network, to the north-west, but these are not likely to be significant due to distance and intervening features such as topography and other features seen in the view.

The landscape character of the eastern section of the site and area to the east is described (in LANDMAP YNSMNV084) as being generally of a low value. The influences of the former Anglesey Aluminium Factory, A55 road corridor, Penrhos Industrial Estate and Holyhead Retail Park and the more recent Parc Cybi have combined to exert a major man-made influence over this area of the AONB that is irreversible. The partial development of Plot 9 as a temporary HGV storage facility has also seen the introduction of additional man-made elements into this area that has led to further erosion of the landscape character on a localised level.

The western half of the site lies within LANDMAP YNSMN-VS-007 Holy Island and is considered as being of high value. The trend for the area is described as being in decline due to the encroachment of development at edges and in the south-east of housing on the edge of Holyhead and a new industrial estate (presumed to be in reference to Parc Cybi). Since 2007, Parc Cybi has seen the development of the Roadking Truck Stop (2015) Premier Inn Holyhead (2019), and the temporary HGV storage facility (2021). The scheme would be of further detriment to the local landscape character of the site and surrounding area but this is not considered as being significant due to the location of the site within Parc Cybi industrial estate.

The site and surrounding area does not contain any of the important and special features that the AONB status seeks to protect and enhance, with the exception of the two scheduled monuments that are not directly affected by the scheme.

The scheme is not likely to cause further detriment to the setting or intervisibility of the two scheduled monuments, namely the Ty Mawr Standing Stone and the Trefignath Burial Chamber. Measures previously designed as part of the Parc Cybi masterplan to mitigate against the impact on the two monuments would not be affected. The scheme is not considered likely to have a significant adverse effect on the wider AONB. The development is located inland and sits within the context of existing industrial and employment land. It is considered unlikely therefore to be of further detriment to the AONB designated primarily to protect the coastal zone of Anglesey.

As part of the appraisal of impacts upon landscape and visual receptors, an Environmental Colour Assessment (ECA) (BCP21-002-04-03) has been undertaken, which can be found within Appendix D of this report (BCP21-002-04-00). The purpose of the ECA was to identify a suitable colour palette that would be considered within the detailed design stage of the buildings and surface materials of the scheme.

Design and mitigation measures have been embedded into the scheme design, and these include a minimum 10m of densely planted native mixed tree species (which would be managed and maintained for the lifetime of the BCP to ensure its success), retention and enhancement of the existing bund with trees, restriction of the heights of buildings across the site, fencing and built form finishes aligned with the results of the ECA and lighting design optimised to ensure

minimal light spill through directional and hooded units, and restrictions on lux levels outside of the Developable Area.

There would be a progressive reduction in adverse visual effects as the landscape mitigation becomes established and starts to mature. By year 15 the planting would be fully established and would form an effective year-round screen around the western and southern boundaries of the scheme.

It is considered that with the above design and mitigation measures that have been embedded into the scheme design, and due to the scheme being located within the designated employment site of Parc Cybi industrial estate, it not anticipated that there would be a significant effect on landscape and visual receptors due to the operation of the scheme.

3.5 Geology and Soils

3.5.1 Methodology and Baseline

Impacts on geology and soils have been assessed in accordance with DMRB LA109. The potential for contamination to present risks to the development and surrounding area have been assessed in accordance with Land Contamination Risk Management (LCRM)²⁴.

The study area for this environmental discipline is 250m from the site boundary. This is considered proportionate due to a lack of any significant potentially contaminative development in the surrounding area and the general lack of any geological exposures. Additionally, the scheme is not anticipated to have any significant effect on surrounding land uses.

There are no geological Sites of Special Scientific Interest (SSSIs), Regionally Important Geodiversity Sites (RIGS) or Geological Conservation Review (GCR) sites. Anglesey as a whole is a designated UNESCO geopark, GeoMôn UNESCO geopark but there are no significant geological exposures within or close to the site that form part of this designation. Predictive agricultural land classification places the site in the grade 3b (moderate quality) agricultural land category²⁵. In accordance with LA109 the site has a medium sensitivity based on the soil classification.

The underlying bedrock geology comprises mica schist and psammite of the New Harbour Group and is classed as a secondary B aquifer. Superficial deposits comprise Devensian Till, diamicton and are classified as a secondary (undifferentiated) aquifer.

The site is located within Ynys Môn geo-park, and the island has a unique geological assemblage of Pre-Cambrian to Devonian rocks with evidence of major crustal processes within the rock record.

3.5.2 Construction

The scheme construction would require considerable cut and fill, and at the time of writing, the proposed levels were being developed further in order to reduce the net fill volumes required, as set out in the Proposed Contours Drawings²⁶. Existing soil resources would be stripped from the site and reused on site, in accordance with Defra Guidance²⁷. The level of the site would be made up with imported aggregate from a primary source of virgin rock (a quarry) or a regulated supplier using secondary aggregates.

Excavations would be required for the security fencing around the perimeter of the site, lighting columns and for the creation of the SuDS.

The scheme would have no effect on the status of the geopark as excavations are only expected to expose weathered bedrock. The overlying superficial deposits and soils are not anticipated to be important in the context of the geological history of the island.

The impact of the proposed scheme would be negligible, no geological resources would be affected, and soil would be reused. The overall significance of the construction of the proposed scheme on geology and soils is not considered to be significant.

²⁴ Environment Agency (2020) Land Contamination Risk Management (LCRM) Guidance, October 2020. [Online] Available at: [Land contamination risk management \(LCRM\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm-guidance)

²⁵ Natural Resources Wales (2021). Lle Geoportal [Online] Available at: <http://lle.gov.wales/map>

²⁶ Mott MacDonald (2021) BCP Inland Border Facility Parc Cybi Plot 9 Proposed Contours. Drawing Numbers: 100100943-MMD-PC-XX-DR-CV-0200 to 0203

²⁷ Defra (2018) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Published March 2011, updated June 2018. [ONLINE] Available at: <https://www.gov.uk/government/publications/code-of-practice-for-the-sustainable-use-of-soils-on-construction-sites>

3.5.3 Operation

Appropriate pollution prevention measures would be implemented as part of the scheme to limit effects on geology and soils and to prevent migration of contaminants onto adjacent areas.

These measures include:

- Appropriate storage of general waste on site to prevent litter, pests and odours;
- Appropriate storage of hazardous waste in bunded areas sufficient to contain 110% of the total volume of liquid wastes in a safe and covered area;
- Appropriate storage of hazardous materials (fuel) in bunded containers sufficient to contain 110% of the total volume of liquid;
- Appropriate storage of animal waste in an area with impermeable surface and sealed drainage with regular removal and cleaning procedures in place; and,
- Spill response kits appropriately sited to enable swift clean-up of potentially hazardous spills e.g. oil.

Details of drainage mitigation has been included within Section 3.10.

With the above best practice measures in place, it not anticipated that there would be a significant effect on geology and soils due to the operation of the scheme.

3.6 Biodiversity

This section provides a summary; the full baseline information and appraisal of impacts is available in Appendix E: Preliminary Ecological Appraisal Report (PEAR) (BCP21-002-05-00).

3.6.1 Methodology and Baseline

The PEAR and biodiversity assessment has been completed in accordance with Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines²⁸.

A desk study was undertaken, to determine the presence of designated nature conservation sites and protected or notable species within the following Zone of Influence:

- Designated sites - within 2km;
- European designated sites for bat - within 10km;
- Protected species records - within 1km; and,
- Protected species evidence - within the site boundary or otherwise suitable distance for protected species in line with guidance.

Statutory ecological designations have also been considered within the Air Quality Appendix (BCP21-002-02-00), set out in Chapter 3.2 and Appendix B of this report.

The site lies within Ynys Môn/Anglesey AONB. Five statutory designated sites and two non-statutory designated wildlife sites are also located within 2km of the site. These are set out in Table 3.3 below.

Table 3.3: Designated Sites within 2km of the Site

Site Name	Designation	Distance from Site
Statutory Designations		
Beddmanarch Cymyran	Site of Special Scientific Interest (SSSI)	1km east
Anglesey Terns/Morwenoliad Ynys Môn	Special Protection Area (SPA)	1.15km north
North Anglesey Marine/Gogledd Môn Forol	Special Area of Conservation (SAC)	1.4km north
Glannau Ynys Gybi/Holy Island Coast	SAC	1.93km west
Glannau Ynys Gybi/Holy Island Coast	SPA	1.93km west
Non-Statutory Designations		
Arfodir Bwth Corgwl – Bae Trearddur	Wildlife Site (WS)	1.7km south-west
Rhostir Mynydd Celyn	WS	2km from site

Source: Mott MacDonald Limited, 2021

A Phase 1 walkover survey of the site was undertaken on 3 March 2021 by experienced ecologists. All habitats within the site were identified and mapped, and all trees within the site boundary were inspected for potential roost features (PRF).

There are seven ponds and four ditches within 500m of the site. Within the site boundary waterbodies include an existing attenuation pond along the south eastern boundary and a recently developed attenuation pond that was constructed in early 2021 to support the emergency HGV stacking facility.

Great crested newt (GCN) surveys (including eDNA to waterbodies within 300m and presence / absence surveys to waterbodies within 250m) was undertaken during April and May 2021. The

²⁸ Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines (2017) Preliminary Ecological Appraisal 2nd edition. [Online] Available at: <https://cieem.net/wp-content/uploads/2019/02/Guidelines-for-Preliminary-Ecological-Appraisal-Jan2018-1.pdf>

eDNA and presence/absence surveys returned the likely absence of GCN within the site and it is considered that the current conservation status of GCN within the surveyed area is unfavourable. The results of these surveys are provided within Appendix E of this report (BCP21-001-00-00).

Discussions with ecological specialists within NRW and IACC have informed the approach to this assessment. These discussions are noted within Section 2.3 of this report.

As noted in Chapter 3.1.1 of this report, much of the site has previously been stripped of its habitat. Remaining peripheral habitat includes grazed semi-improved grassland and rush pasture with scrub, broadleaved plantation woodland, earth banks, and Priority Habitats - rocky outcrops and unimproved, acid grassland. These provide suitable habitat for a number of protected and/or notable species, including bats, birds, badger, otter, hedgehog, amphibians, reptiles and invertebrates.

The likely significant effects on the designated sites have been considered as part of a Habitats Regulations Assessment (HRA) (BCP21-007-00-00)²⁹.

3.6.2 Construction

On the basis of the habitats present on the site the main ecological impacts are set out below:

- Proximity to statutory designated sites (SSSI, SAC and SPA) - potential for hydrological effects upon designation status;
- Priority habitats - presence of inland rock outcrops, unimproved, acid grassland and standing water (ponds) of national value within site boundary. Although the broadleaved plantation woodland along the southern and western boundary is not considered a priority habitat, once matured this habitat will be of intrinsic value at a local level;
- Commuting and foraging bats - depending on timing of construction and lighting design; and,
- Otter, badger and hedgehog - depending on timing of construction and lighting design.

A CEMP would be implemented to prevent hydrological detrimental effects to statutory designated sites. This would include the sensitive removal of the newly created attenuation pond, which should be completed during winter, when the majority of amphibian species will be in their terrestrial phase. Dredging of the pond prior to removal is recommended to safeguard those individuals remaining dormant. If the works are undertaken during spring (breeding season for amphibians) then best practice during draining/filling in the pond, would require ecologist supervision.

No direct effects are anticipated on any Priority Habitats within the site, as these would be protected as part of the Consenting Envelope. It is anticipated that other indirect effects would be controlled by best practice measures set out in a CEMP, such as protective fencing and minimising light spill onto retained habitats.

No direct effects on the existing attenuation pond are anticipated due to its retention as part of the Consenting Envelope. Whilst dust or other contaminants could affect the habitat, it is anticipated that these would be controlled by best practice measures set out in a CEMP. Removal of the newly created attenuation pond would be undertaken following best practice guidelines, in the event that some invertebrate and common amphibian species are already utilising the pond.

²⁹ Mott MacDonald Ltd (2021) BCP Inland Border Facility Parc Cybi Plot 9 Habitat Regulations Assessment. Document Number: BCP21-007-00-00

Construction activities could cause disturbance to protected and/or notable species should they be present within retained habitats. However, best practice measures and pre-works checks would be undertaken prior to any vegetation removal. Construction lighting would also be baffled, directional and designed to minimise light spill onto any retained habitats.

The presence of reptiles has been assumed and vegetation clearance of potential to support reptiles would be undertaken following a localised pre-works check and sensitive working measures (see Section 7 of Appendix E of this report - BCP21-002-05-00) to avoid potential risk to reptiles, as agreed with the Ecology Officer at IACC.

With the above design and mitigation measures in place, the impact of the scheme upon biodiversity during construction is not considered to be significant.

3.6.3 Operation

The newly created attenuation pond would be lost as part of the scheme, however due to its recent construction it is not considered a habitat of significant importance due to the lack of vegetation for breeding amphibians.

Although much of the site within the Developable Area has already been developed resulting in little to no ecological habitat remaining, there would be some loss of the vegetated earth bank within the north western corner of the site. Enhancements would be implemented such as additional planting of trees, a landscape buffer, scrub, wildlife focused SuDS and wildflower planting. These enhancements would be captured within the BREEAM assessment that is to be undertaken alongside the detailed design of the scheme and would result in an overall net gain in biodiversity.

Adverse effects on the immature broadleaved plantation woodland would be minimised by the creation of a minimum 10m landscape buffer along the south and western area of the site, which would include the planting of native mixed tree species. In addition, a sensitive lighting design would be implemented to minimise light spill onto linear features/boundaries of the site which would reduce impacts of artificial lighting upon mammal foraging/commuting corridors. The design would ensure that the height of lighting columns is as low as possible and lighting hoods, cowls and shields utilised to focus light into the site and away from the surrounding environment. Lighting lux and spill would be designed to E2 zone requirements³⁰ and would ensure a dark corridor around the perimeter of the site is maintained as lux levels would be a maximum of 0.74 lux outside of the Developable Area + 1m. The colour temperature of the lighting would also not exceed 2700 kelvin and there would be no use of blue spectrum lighting to prevent adverse effects upon the rocky outcrop vegetation.

As described in Chapter 3.10.3 of this report (Road Drainage and Water Environment), implementation of the scheme's drainage design would ensure appropriate pollution prevention measures would be in place, such as oil interceptors and SuDS. Therefore no impacts to the retained or surrounding habitats or designated sites is anticipated.

With the above design and mitigation measures in place, the impact of the scheme upon biodiversity during operation is not considered to be significant.

³⁰ International Commission on Illumination (CIE) (2020) Guidance Note on Obtrusive Light GN01/20.

3.7 Material Assets and Waste

3.7.1 Methodology and Baseline

The study area for this discipline has been focussed on the area within the construction footprint (or scheme boundary), as this constitutes the area within which construction materials would be consumed (used, re-used and recycled) and within which waste would be generated. In addition, the study area includes the north Wales area which would need to accept arisings or waste generated by the scheme, and feasible sources and availability of construction materials typically required for construction works of this nature. Material resources would be required for the construction of the scheme, including but not limited to, modular buildings, lighting columns, security fencing and resurfacing for the remainder of the site (excluding areas set aside for landscape planting and SuDS).

The scheme is not located within or nearby any Mineral Safeguarding areas³¹.

The drainage strategy has been developed in consultation with the Lead Local Flood Authority and Sustainable Drainage Approving Body (SAB) of Isle of Anglesey County Council and Dwr Cymru Welsh Water (DCWW)³² and in accordance with 'Designing for Exceedance in Urban Drainage – Good Practice' (CIRIA³³).

A CEMP would be produced by the Principal Contractor to minimise waste and mitigate any impacts where required.

3.7.2 Construction

There is the potential for adverse effects on material assets and waste, due to the depletion of natural resources. However, the construction of the scheme would require only a small amount of material resources overall and measures would be implemented to deal with any waste produced.

Materials would be required for the construction of the modular buildings and welfare facilities, erection of fencing, soils, shelters, infrastructure for the organisation of the HGVs and for the creation of SuDS and landscape planting. Excavated top and sub-soil would be anticipated to be reused to support the landscaping proposals and to balance the cut and fill across the site.

3.7.3 Operation

It is anticipated that only minimal material assets would be required during the operation of the scheme. There is the potential for adverse effects from the generation of waste from the introduction of animal and foot/plant items during the operation of the site. Therefore the following mitigation measures have been integrated into the design of the scheme:

- Appropriate pollution prevention measures required to be in place to ensure the site does not impact on the environment e.g. land or water as a result of the operations on the site. This may include interceptors for areas where there is clean, uncontaminated surface water run-off e.g. parking areas.
- Spill response kits appropriately sited to enable swift clean-up of potentially hazardous spills.
- Appropriate storage of waste to ensure compliance with duty of care requirements and prevent nuisance such as litter, pests and odours.

³¹ Gwynedd and Anglesey Joint Local Development Plan Consultation Portal. [Online] Available at: [Map: Joint Local Development Plan - Anglesey and Gwynedd \(opus3.co.uk\)](https://www.opus3.co.uk/Map:JointLocalDevelopmentPlan-AngleseyandGwynedd)

³² Mott MacDonald Ltd, May 2021. BCP Inland Border Facility Parc Cybi Plot 9 RIBA Stage 2 Master Planning Drainage Strategy Report.

³³ CIRIA (2006) Designing for Exceedance in Urban Drainage – Good Practice' C635.

- Appropriate storage of hazardous waste in bunded areas sufficient to contain 110% of the total volume of liquid wastes and in a secure and covered area.
- Appropriate storage of animal wastes on areas with impermeable surface and sealed drainage (to prevent pollution from run-off) away from residents. Removal would be required on a regular basis to reduce nuisance from odours and pests and include a thorough clean-down.

With the above mitigation in place, no significant effects are expected in relation to material assets and waste during the operation of the scheme.

3.8 Noise and Vibration

The noise impacts arising as a result of the scheme have been assessed and described in accordance with the methodology outlined in the Noise Impact Assessment – Appendix F (BCP21-002-06-00).

3.8.1 Methodology and Baseline

A baseline survey was not conducted as part of this assessment as any levels measured during this assessment would not be considered representative due to current COVID-19 conditions. As a result, it was agreed that baseline levels for ambient and background noise measurements could be taken from recently submitted planning applications as part of a desktop study. This approach was agreed with the Environmental Health Officer (EHO) for Anglesey County Council. Therefore, baseline ambient ($L_{Aeq,T}$) and background ($L_{A90,T}$) levels were obtained from the Horizon Nuclear Power: Wylfa Newydd Project Environmental Statement³⁴ from May 2017, as recommended by the EHO.

The acoustically sensitive receptors within 600m of the site have all been recognised as clusters of dwellings. The three closest receptor locations to the site have been identified as being the most susceptible to any potentially adverse and significantly adverse effects due to noise and vibration from the scheme. These residential receptors are located at Kingsland Road (Receptor 1/PC3), northwest of the site, Penrhyn Geiriol (Receptor 2/PC4), southwest of the site, and Tyddyn-Uchaf (Receptor 3/PC5), southeast of the site. The closest receptor to the development boundary is 100m away at Penrhyn Geiriol. The baseline environment is dominated by passing traffic on the A55, A5153 and B4545 as well as lorry movements to and from the adjacent Roadking Truckstop.

The Noise Impact Assessment has been undertaken in accordance with guidance and standards from the following key documents: Planning Policy Wales (PPW)³⁵ (and Technical Advice Note (TAN) 11³⁶), World Health Organisation (WHO) Night Noise Guidelines³⁷, BS5228-1³⁸, BS4142³⁹, DMRB LA111⁴⁰ and BS8233⁴¹. In particular, BS4142 rating methodology has been used to assess the significance of any noise impacts arising due to site activities and BS8233 guidance has been used to provide context. BS5228 has been considered for construction guidance.

3.8.2 Construction

A qualitative assessment for construction has been carried out as part of this proposal as a quantitative assessment cannot be performed. A programme of works is not yet available, however it is understood that construction is scheduled to begin from Spring 2022 and continue until Autumn 2022 for an anticipated eight months. Construction activities and plant items are not yet available but it is possible that rock blasting may be required before any surfacing or hardstanding can be completed. However, the extent or duration of this is not known at this stage.

³⁴ Jacobs (2018) Horizon Nuclear Power Wylfa Newydd Project Environmental Statement. "6.2.20 ES Volume B – Introduction to the environmental assessments App B6-1 – Baseline noise Monitoring" June 2018. Document Reference: WN0902-JAC-PAC-REP-00068

³⁵ Welsh Government (2021) Planning Policy Wales, Edition 11. [Online] Available at: [Planning Policy Wales - Edition 11 \(gov.wales\)](https://gov.wales/planning-policy-wales-edition-11)

³⁶ Planning Guidance (Wales), Technical Advice Note (Wales) 11, Noise - October 1997

³⁷ World Health Organization's "Night Noise Guidelines for Europe", 2009

³⁸ British Standard 5228-1:2009+A1:2014 "Code of practice for noise and vibration control on construction and open sites – Part 1: Noise", 2014

³⁹ British Standard 4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound", 2019

⁴⁰ Highways England (2020) DMRB LA 111 – Noise and vibration Revision 2. [Online] Available at: [cc8cfc7-c235-4052-8d32-d5398796b364 \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk/d5398796b364)

⁴¹ British Standard 8233:2014, "Guidance on sound insulation and noise reduction for buildings", 2014

The CEMP would outline measures taken to control and reduce noise and vibration from construction activities including the use of Best Practicable Means (BPM) which are measures recommended in BS5228-1 as well as an established complaints procedure for the local neighbourhood. With regards to the rock blasting activity, BPM include screening from receptors and daytime working methods may not prove to be the most effective method to mitigate against potential significant adverse effects. A more efficient approach to carrying out noisy construction activities, such as rock blasting, may involve night-time working over fewer days compared to working during daytime hours only over a longer duration. Liaison with the local authority would be carried out as early as possible to establish mitigation methods, scope of works and construction schedule which may result in the requirement of a Section 61 application under the Control of Pollution Act 1974 to minimise the likelihood of significant adverse effects arising during construction.

Residential receptors are mainly located to the south-west and south-east in relation to the site – the closest of which (R2) is situated approximately 100m from the developable area boundary. Therefore, it is unlikely that there would be any potentially significant adverse effects due to construction vibration.

3.8.3 Operation

3.8.3.1 Impacts of Road Traffic Noise

A quantitative assessment for road traffic noise impacts has not been carried out as part of this assessment due to the low volume of traffic involved with this scheme as well as the considerable distance from any affected roads to the sensitive receptors.

Vehicles would access the site via the A5 roundabout and Parc Cybi. Traffic impacts along this route are limited to non-residential receptors, the impacts of which are likely to be negligible or minor and is therefore not likely to cause significant adverse effects due to the small scale of the development and low capacity of the site for staff cars and HGVs.

3.8.3.2 Impacts of Animal Noise

It is understood that the scheme would lead to inspections of small animals, large animals and horses. The location of the inspection facility for animals is expected to be near the northern/north-eastern boundary of the site premises.

Impacts due to animal noise, particularly dog barking, is unlikely to produce any significant adverse effects due to the infrequency of animals on site, the permanent on-site staff presence, and inspections being carried out inside a building facility.

3.8.3.3 Impacts of Site Activity and Fixed Plant Noise

The BS4142 rating methodology has been used to assess the significance of any noise impacts arising due to site activities including vehicle movements, refrigerated vehicle charging and fixed plant sources. BS8233 guidance, which outlines desirable internal ambient noise levels, together with the WHO Night Noise Guidelines' assumption for a partially open window, have been used to provide context to the operational BS4142 noise assessment. In order to minimise disturbances caused by the scheme, the WHO Night Noise Guidelines (NNG) have also informed the context for the night-time period.

Vibration impacts are expected to be negligible due to the distance between the site boundary and the nearest residential receptors – the closest residential receptor is located approximately 100m from the site boundary.

A noise model for the site has been constructed using the noise modelling software Datakustik's CadnaA v2021 MR, which calculates the sound levels from vehicle movement data, the

propagation losses between the source and the receptors, and the resulting noise levels at the receptors in the study area. The propagation correction includes most OS topography but excludes some specific topographical features in the vicinity of the scheme that are likely to influence noise levels (such as noise bunds) and is therefore conservative.

A series of worst-case assumptions including the number of HGVs accessing the site, number of items of fixed plant, number of refrigerated vehicle units running simultaneously, and number of staff car movements have been used to inform the assessment. A full list of assumptions can be found in the Noise Impact Assessment in Appendix F.

During the daytime period, the BS4142 assessment shows an initial estimate of potentially significant adverse effects at R2 and R3. However, in context, the specific (scheme noise) noise level is at least 10dB lower than the existing ambient noise level and so the predicted noise change brought about by the scheme is very small. Therefore, it is unlikely that this noise change would be discernible and that any significant adverse effects would arise due to site noise activities.

During the night-time period, the assessment shows potentially adverse impacts at R1 and potentially significant adverse impacts at R2 and R3. However, the total ambient noise level predicted (noise level predicted with scheme noise) at all receptors is below the desirable level of $L_{Aeq,8hour}$ 45dB and is therefore unlikely to lead to any significant adverse effects.

3.8.4 Specific Mitigation Measures

The assessment of the scheme has been made with a number of mitigation measures in place and it is expected that the following measures are adopted within the development boundary. These measures consist of:

- A noise barrier (of provisional height 5m and length 240m) is required to be positioned alongside the access road, as shown in Figure 4.1 (in Appendix F). The position is intended to fully screen the swim lanes from the receptors to the south-west and south-east (R2 and R3). The specification would be subject to change once the detailed design of the scheme has been completed, to ensure the required amount of noise attenuation is provided.
- Site management controls are in place to ensure that:
 - No more than 22 Transport Refrigerator Units (TRUs) are running at any one time during the daytime and night-time periods in the positions as shown in Figure 4.1 (in Appendix F);
 - Reversing manoeuvres are minimised as far as possible for HGVs. (Note, there is no need for a restriction on LGVs and staff car movements and reversing);
 - No more than two HGVs performing reversing manoeuvres on site at any one time; and
 - Idling in the swim lanes and temporary inspection zones to be minimised to be no more than 5 minutes per vehicle.

For all on-site fixed plant items (including any standby equipment), the total sound power of all plant should not exceed L_{WA} of 103dB at the 'equivalent' position shown in Figure 4.1 (in Appendix F), at a height of 2m. This is equivalent to 15 items of plant each with a sound power level L_{WA} of 91dB, or with a sound pressure level, L_{pA} of 80dB at 1m. An acoustician would be consulted to ensure that this design limit is apportioned appropriately for each plant item taking into account their respective locations within the site.

With the above mitigation in place, no significant effects are expected in relation to noise during the operation of the scheme.

3.9 Population and Human Health

3.9.1 Methodology and Baseline

The assessment of population and human health considers the potential effects on private property and housing, community land and assets, development land and businesses, agricultural land holdings, walkers, cyclists and horse riders (WCH) and human health.

The extents of the study area have been limited to 500m from the site boundary to capture the community effects of the scheme. This is considered proportionate to the scale and location of the scheme in a predominantly semi-rural area.

The area surrounding the proposed scheme is largely rural in nature with a number of agricultural holdings. The site is situated within Parc Cybi, an area allocated by Isle of Anglesey County Council for commercial development. At the time of writing the Parc Cybi estate development consisted of a Roadking truck stop service station and Premier Inn Hotel.

The site has no public access. There does not appear to be any extensive Public Rights of Way (PRoW) networks or local routes in the vicinity of the proposed scheme which have the potential to be affected. This is likely due to the concentration of PRoWs towards the coastal regions of Holyhead rather than inland. A cycle path and footpath are located along either side of the Parc Cybi spine road. Public footpath access is also present within the woodland and plot immediately east of the scheme, close to the Trefignath Burial Chamber. Overall, the scheme and its immediate vicinity have limited routes or access to public recreation.

To the south and south-west, residential properties are situated, the closest of which is Penhryn Geiriol which is located approximately 100m south-west. There are approximately 150 residential properties within 500m of the scheme.

There are no areas of Registered Common Land within the vicinity of the site.

For information relating to the baseline and significance of effects on human health in relation to air quality and noise please see Sections 3.2 and 3.8 respectively, as well as the accompanying assessments within Appendix B (Air Quality Appendix) and F (Noise Impact Assessment) respectively.

3.9.2 Construction

No road or PRoW closures would be required during construction, and traffic management would not be required. As a result, no effects on WCH are anticipated during construction, although there may be some slight disturbance for the community from the presence of construction machinery, lighting and noise. Measures required to reduce adverse effects through the construction stage are already embedded within the Consenting Envelope and the Noise and Air Quality Chapters of this report. This would be integrated within the CEMP, which would be adhered to and implemented by the Principal Contractor.

Although there are several businesses and properties within the vicinity of the scheme, the scheme would be self-contained with its own access provided, therefore no restriction of access to businesses or private properties would be necessary. Due to the scope and scale of the works, no impacts are anticipated on human health and community severance is not anticipated to occur. Consequently, no significant adverse effects are anticipated, and mitigation is not required.

3.9.3 Operation

No adverse impacts are predicted on the WCH network or nearby businesses during operation. As the scheme is anticipated to process a worst case maximum of 41 HGVs across each 24 hour period (with a likely average of 25-30 per day), only negligible increases in journey times are anticipated for local road users and the local community when the scheme is in operation.

The scheme design ensures that noise levels are reduced to non-significant levels through the installation of a 5m high acoustic absorptive fence. With this in place, no impacts are anticipated on human health.

As the scheme is to be a permanent development, substantial long-term employment opportunities would be generated, including highly skilled jobs such as Welsh Government personnel, security, traffic management and inspection and site management personnel, thus providing a beneficial effect to the local community. Approximately 60 employees per shift with three shifts over each 24-hour period is expected, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.

Given the negligible impact of the scheme on the local road network, and with the above mitigation measures secured within the scheme design, no significant effects are anticipated for local road users and the local community during operation of the scheme.

3.10 Road Drainage and the Water Environment

3.10.1 Methodology and Baseline

DMRB LA 113⁴² has provided the assessment framework for road drainage and the water environment.

The study area for this environmental discipline is 500m from the site boundary.

There are no Water Framework Directive (WFD) surface waterbodies within the study area although the site is underlain by the Ynys Môn secondary groundwater body (GB41002G204400)⁴³. This waterbody has an overall poor status, with a chemical status of poor and a quantitative status of good.

Two ponds are located on the site comprising the original attenuation pond and a newly created attenuation pond relating to the current HGV stacking facility. A ditch runs along the southern boundary of the site. A further five ponds and three ditches are located outside of the site extent within 500m.

The scheme is not located within a Drinking Water Protected Area or Source Protection Zone (SPZ)⁴⁴. Small areas of the site, predominantly around the location of the attenuation pond have low, medium and high flood risk from surface water and small watercourses⁴⁵.

Surface water drainage for the current HGV stacking facility drains from the hardstanding flows to filter drains and is then piped to an attenuation pond before discharging to a watercourse running parallel (but outside) to the boundary³². The outfall from the pond is also understood to drain into the watercourse running parallel along the southern site boundary. This pond is also noted to accept runoff from a section of Parc Cybi (public highway). A ditch runs through the site from the west (between two bunds) draining the natural valley located to the west of the site³².

3.10.2 Construction

There is potential for adverse effects on the unnamed ordinary watercourse. However, during construction, risks to the water environment would be minimised through the implementation of pollution prevention measures such as petrol interceptors at the outlet of the site and pollution prevention measures within the site to ensure pollution does not enter on-site watercourses. SAB approval would be obtained for drainage of the site. Any risk to the water environment would be mitigated through the implementation of best practice pollution control and water management measures, as outlined within the Consenting Envelope and within a CEMP.

Considering the scope of the construction works and with best practice measures in agreement with NRW such as pollution prevention and spill response procedures and with implementation of the drainage design, it is not considered that there would be any significant effects on the water environment during construction.

3.10.3 Operation

There is potential for adverse effects to the water environment through routine run-off from vehicles using the site (for example, petrochemicals or contaminated sediments), animal and chemical waste and from accidental spillages from HGVs via existing pollution pathways.

⁴² Highways England (2020) DMRB LA 113 – Road drainage and the water environment. [Online] Available at: <https://standardsforhighways.co.uk/dmrbs/search/d6388f5f-2694-4986-ac46-b17b62c21727>

⁴³ Water Watch Wales. Cycle 2 Rivers and Waterbodies [Online] Available at: [Water Watch Wales \(naturalresourceswales.gov.uk\)](http://Water-Watch-Wales.naturalresourceswales.gov.uk)

⁴⁴ Natural Resources Wales, Lle Geoportal. [Online] Available at: [Lle - Map \(gov.wales\)](http://Lle-Map.gov.wales)

⁴⁵ Natural Resources Wales, Flood Risk Assessment Wales Map [Online] Available at: [Geocortex Viewer for HTML5 \(cyfoethnaturiolcymru.gov.uk\)](http://Geocortex-Viewer-for-HTML5.cyfoethnaturiolcymru.gov.uk)

However, risks to the water environment would be minimised during operation of the site through the implementation of appropriate pollution prevention measures such as the following:

- Pollution prevention measures required to be in place to ensure the site does not impact on the environment e.g. land or water as a result of the operations on the site. This would include oil interceptors for areas with a higher risk of pollutants, including HGV parking areas and fuel filling/storage areas. Surface water runoff from other areas would pass through a SuDS treatment train before discharging to either the ground or to the existing watercourse;
- Spill response kits appropriately sited to enable swift clean-up of potentially hazardous spills e.g. oil spills;
- Appropriate storage of waste to ensure compliance with duty of care requirements and prevent nuisance such as litter, pests and odours;
- Appropriate storage of hazardous waste in bunded areas sufficient to contain 110% of the total volume of liquid wastes and in a secure and covered area; and,
- Appropriate storage of animal wastes on an area with impermeable surface and sealed drainage (to prevent pollution from run-off) away from residents. Removal would be required which would include a thorough clean-down on a regular basis to reduce nuisance from odours and pests.

The scheme is a single site, but has several buildings within, some of which would discharge domestic foul water, and some would discharge trade waste. All proposed foul water drainage would connect to the existing public foul water sewer within Parc Cybi, via a new sewer connection from the proposed site.

Trade waste would be generated from the plant building, produce building and small animal buildings (located within the inspection area). Solid waste would be removed and disposed of into skips and removed off site to be appropriately disposed of.

All incoming HGVs would be checked for fuel leaks upon entry to the site and directed to an area close to the main gate to capture any spills. HGVs would then be regularly checked for fuel leaks during their time at the BCP. The refuelling of HGVs would be prohibited on site to reduce the risk of spillage incidents and spill kits would be provided throughout the site, to be used by appropriately trained staff. There would be, however, the occasional need to fill diesel generator fuel tanks. These would be protected by a channel drainage system draining to a Class 1 forecourt oil separator.

A CEMP would be produced by the Principal Contractor to set out procedures to deal with pollution incidents, de-icing and fire management, which would be agreed with NRW. The inclusion of these mitigation measures as part of the design would reduce the risk of contamination or pollution of the water environment during the operational phase of the scheme.

Flood risk has been considered within the Drainage Strategy Report⁴⁶ and the proposed site drainage system would be designed to accommodate surface runoff from the site area, for storm events up to the 1:100 year plus climate change event, without flooding.

Due to the mitigation and design measures described above, and the pollution prevention measures that would be in place, it is not considered that there would be any significant effects on the water environment during operation.

⁴⁶ Mott MacDonald Ltd, May 2021. BCP Inland Border Facility Parc Cybi Plot 9 RIBA Stage 2 Master Planning Drainage Strategy Report.

3.11 Climate

The assessment of climate is split into two aspects:

- **Effects on climate** – the impacts the scheme has upon climate due to the Greenhouse Gas (GHG) emissions associated with the scheme.
- **Resilience of the scheme to climate change** – the resilience of the scheme and assets to cope with the projected climate change.

This assessment considers the potential effects on climate due to emissions through both construction and operation in a qualitative manner.

The assessment into the resilience of the scheme to climate change is in the form of a Climate Change Risk Assessment (CCRA). Due to the short time period anticipated for construction and given that the effects of climate change are felt over longer timescales, the impacts of climate change are not anticipated to be experienced during construction of the scheme. Therefore, the CCRA considers climate change impacts during the operational period.

A Building Research Establishment Environmental Assessment Method (BREEAM) assessment would be completed for the scheme. This does not necessitate certain mitigation for climate. However, as the scheme is aiming to achieve an “Excellent” rating, the consideration and action towards resource efficiency, carbon reduction and design for resilience is required throughout. This consideration would benefit both aspects of the climate assessment and would seek to reduce the impacts.

3.11.1 Methodology and Baseline

3.11.1.1 Effects on Climate

This assessment has been based on the DMRB LA114 Climate standard^{47 48}. However, considering the available information at this stage of the design it is not possible to quantify the emissions for either the construction or operational phase. As such a qualitative assessment of the likely significant effects on climate has been undertaken. The assessment has been based on the known design information, comparison to similar projects, professional judgement and considering the context of the emissions compared to the UK and Wales Carbon Budgets, as shown in Table 3.4 below.

Table 3.4: UK and Wales Carbon Budgets

Carbon Budget	Carbon Budget Level (MtCO ₂ e)	Reduction Below 1990 Levels
UK⁴⁹		
Fourth Carbon Budget (2023- 2027)	1,950	51% by 2025
Fifth Carbon Budget (2028- 2032)	1,725	57% by 2030
Sixth Carbon Budget (2033-2037)	965	78% by 2035 ⁵⁰
Wales*		
2021-2025	178	37%
2026-2030	118	58%

⁴⁷ Highways England (2019) DMRB LA 114 – Climate [Online] Available at: <https://standardsforhighways.co.uk/dmrbs/search/87f12e4f-70f8-4eed-8aed-9e9a42e24183>

⁴⁸ This assessment was undertaken in line with the most recent guidance available at the time of assessment (DMRB LA 114 Revision 0). Revision 0.0.1 has not been considered in the assessment however the changes brought by the updated revision would not result in a substantial change, therefore the approach used within this assessment is considered valid.

⁴⁹ Climate Change Act 2008, c.27. Available at: [Climate Change Act 2008 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2008/27)

⁵⁰ The Sixth Carbon Budget has not yet been written into law and adopted as a formal policy measure, however this budget has been recommended by the Climate Change Committee. Climate Change Committee (Sixth Carbon Budget) 2020 [Online] Available at: <https://www.theccc.org.uk/publication/sixth-carbon-budget/>

Notes: *Wales 5 year carbon budget actual emissions has been estimated from the published reduction targets⁵¹ and the 1990 baseline⁵².

DMRB LA114 states “The assessment of projects on climate shall only report significant effects where increases in GHG emissions will have a material impact on the ability of Government to meet its carbon reduction targets”. Within this context DMRB LA114 also notes “It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets” as such “it is considered unlikely that projects will in isolation conclude significant effects on climate”.

3.11.1.2 Resilience of the Scheme to Climate Change

This assessment has been based on the DMRB LA114 Climate standard⁴⁷ with the likelihood, consequence and significance categories used being taken from tables 3.39a, 3.39b and 3.41 of the standard respectively. The assessment compares the existing conditions to the projected climate change based on the UK Climate Projections 18 (UKCP18)⁵³ data. The baseline climate conditions are taken from the Met Office regional climate information based on the 30 year average (1981-2010) for the Wales region⁵⁴, as shown in Table 3.5. The projected climate change has been identified using the highest, most conservative, Representative Concentration Pathway (RCP), RCP8.5 for the furthest available projections (2080-2099) are to be used to cover the 60 year assessment period, however certain design aspects have a shorter design life and this is considered in the assessment. Overall, projected climate change for Wales will mean hotter drier summers and warmer wetter winters as shown in Table 3.6 below.

Table 3.5: Existing Regional Climate Conditions for Wales (30 year average (1981-2010))

Climatic Conditions	Climate Observations
Temperature	Mean daily minimum temperatures ranged from 0°C to 4°C in winter, whilst summer daily maximum temperatures were in the region of 21°C.
Rainfall	Annual rainfall ranges between 1000mm and 3000mm through Wales. Monthly rainfall is variable but is highest in the winter months. The number of days with rainfall totals greater than 1mm are 35-50 days in winter, dropping to an average of 25-35 days in summer.
Wind	Wales is one of the windier parts of the UK, with the windiest areas being over the highest ground and along the coasts, particularly those facing directions between north-west and south. The frequency and strength of these depressions is greatest in the winter half of the year when mean speeds and gusts are strongest at approximately 14 knots.
Sunshine	Average annual sunshine totals were in the region of 1700 hours.
Air Frost	The average number of days with air frost varied from 40 to 80 days per year.

Source: Met Office⁵⁴

Table 3.6: Projected Climate Change for Wales (UKCP18 RCP8.5, 2080-2099)

Climatic Conditions	Climate Observations
Temperature	Average summer temperature is projected to increase by 5.1°C under the central estimate, which represents “as likely as not” probability of change (50th percentile), and average winter temperature is projected to increase by 3.4°C (50th percentile).

⁵¹ Welsh Government (2021). Climate change targets and carbon budgets. [Online] Available at: [Climate change targets and carbon budgets | GOV.WALES](https://gov.wales/climate-change-targets-and-carbon-budgets)

⁵² National Atmospheric Emissions Inventory (2020). Devolved Administration GHG Inventory 1990-2018.

⁵³ Met Office (2018): UKCP18 Climate Projections: Key results [Online] Available at: <https://www.metoffice.gov.uk/pub/data/weather/uk/ukcp18/science-reports/UKCP18-Key-results.xlsx>

⁵⁴ The Met Office (2016) Wales: Climate [Online] Available at: <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/weather/learn-about/uk-past-events/regional-climates/wales-climate---met-office.pdf>

Climatic Conditions	Climate Observations
Rainfall	The average summer rainfall rate is projected to decrease by 38%, whereas the average winter rainfall rate is projected to increase by 23% (in the 50th percentile or central estimate for both).
Wind	Climate projections for wind are more uncertain than those for temperature and precipitation, due to inherent difficulty in modelling future wind conditions. However, overall an increase in extreme weather, including storms, is projected.

Source: Met Office UKCP18⁵³

The design has been reviewed considering these projected changes and a risk assessment of the potential impacts has been completed, in line with the DMRB standard of assessing likelihood, measure of consequence and evaluation of significance. Only the assets of the design that were considered to have potential to result in significant effects have been detailed in this report. In addition, the embedded mitigation within the design has been considered for this risk assessment and minimised the potential risk.

3.11.2 Construction

3.11.2.1 Effects on Climate

During construction the main GHG emissions would be associated with the embodied carbon of materials, fuel for the transport of materials to site and the plant used for construction. The main construction would be the considerable earthworks around the site, pavement construction, drainage, and the construction of the buildings. Previous projects for creation of a similar facility but for a considerably greater number of HGV parking spaces and over a greater area still accounted for less than 0.0015% of the UK's 4th Carbon Budget. Considering the size and scale of the works with comparisons to similar projects, the GHG emissions associated with the scheme would likely be minimal compared to the UK or Wales Carbon Budget. Therefore in line with DMRB LA114, it is unlikely the emissions would result in a significant effect.

3.11.3 Operation

3.11.3.1 Effects on Climate

The operation of the scheme would result in GHG emissions mainly due to the energy use on site and the change in traffic conditions due to HGVs travelling to the site. The number of HGVs per day is anticipated to be up to 41 a day with an additional 60 members of staff travelling to/from site. These figures are relatively small and would be unlikely to greatly affect the traffic conditions in the area and therefore would be unlikely to result in a large amount of GHG emissions particularly compared to the UK and Wales Carbon budgets. Therefore in line with DMRB LA114, it is unlikely the emissions would result in a significant effect.

3.11.3.2 Resilience of the Scheme to Climate Change

The assessment of the resilience of the scheme to climate change has focused on the assets that were considered to have potential to result in significant effects. The assessment of these assets is shown in Table 3.7 below.

Table 3.7: Assessment of Resilience of Scheme Receptors to Climate Change

Receptors	Potential Effects	Likelihood	Consequence	Significance
Drainage	Projected increase in winter precipitation leading to increased flood risk to the site and surrounding area if drainage capacity is exceeded.	Low	Moderate adverse	Not significant

Receptors	Potential Effects	Likelihood	Consequence	Significance
Buildings	Increased temperatures affecting joints/panels could cause failure of parts of the building.	Low	Moderate adverse	Not significant
	Wind stress could result in panels of the lighter structures being damaged.	Low	Minor adverse	Not significant
Earthworks	The future rainfall regime including both increased drought and increased extreme precipitation could increase risk to earthworks stability.	Low	Moderate adverse	Not significant

The design to date has considered a number of aspects of climate change to ensure the scheme is resilient. This includes the flood risk modelling indicating the drainage design is resilient to a 1 in 100 year flood event with a 30% increase in flows due to climate change. The drainage design also follows a SuDS approach.

The earthworks required for the site would be relatively shallow, as such there is limited risk of collapse or damage to occur due to instability. Through the later stages of design if the earthworks design changes substantially and there is requirement for steeper slopes reinforcement of at risk embankments would be explored, including the use of geotextiles and greening of the slopes. In addition, there is a low infiltration rate for the soils around the site and as such the SuDS have been designed to allow infiltration where possible to work beneficially for the drainage but not as a necessity, therefore reducing the risk to earthworks stability from heavy rain.

At the time of writing, it is understood that the buildings would have a design life of a minimum of 25 years and would be built to standards which include tolerance for the expected climate change in that time period (gradual increase in temperature, change in precipitation regime). At the 25-year point, where refurbishment may be required, additional measures to protect against climate change can be incorporated if necessary, for example if temperatures have been observed to increase gradually, at the 25-year point additional cooling measures could be added.

Overall, considering this embedded mitigation, it is unlikely there would be any significant effects on the resilience of the scheme to climate change.

3.12 Cumulative Effects

3.12.1 Methodology and Baseline

The assessment of cumulative effects has been guided by the Planning Inspectorate Advice Note Seventeen (Cumulative effects assessment)⁵⁵ and the EIA (Wales) Regulations 2017 in relation to determining the types of developments to be considered as part of the cumulative effects assessment.

A maximum Zone of Influence (ZOI) has been established to provide a study area for the scheme, drawing on the study areas identified for each environmental discipline described in 3.2 to 3.11 above. The largest study area identified is landscape and visual at 5km, which therefore represents the greatest ZOI for identifying the baseline. As there are no European sites designated for bats within 30km, a ZOI of greater than 5km is not considered proportionate to assess cumulative effects.

Cumulative effects are considered alongside other developments within the vicinity that are also likely to result in cumulative effects and are confirmed for delivery over a similar time frame. This would include road projects and developments listed in Schedule 1 and those deemed as 'EIA Development' in Schedule 2 of the EIA (Wales) Regulations.

Table 3.8, below, outlines the relevant ZOI for each environmental discipline assessed within this report.

Table 3.8: ZOI for Each Environmental Discipline Assessed within the Environment Report in Relation To Cumulative Effects

Environmental Discipline	Topic	Zone of Influence
Population and human health	Air quality	Construction and Operation: Scoped out
	Noise and vibration	Construction and Operation: 600m
Biodiversity	Population and human health	Construction and Operation: 500m
	Biodiversity	Construction and Operation: 2km
Land, soil, water, air and climate	Geology and soils	Construction and Operation: 250m
	Climate	Construction and Operation: N/A
	Road drainage and the water environment	Construction and Operation: 500m
Material assets and waste, cultural heritage, and landscape and visual effects	Cultural heritage	Construction and Operation: 1.5km
	Landscape and visual effects	Construction and Operation: 5km
	Materials assets and waste	Construction and Operation: N/A

3.12.2 Relevant Developments

There are two developments that meet the criteria outlined above for a Relevant Development located within 5km of the scheme, as set out in Table 3.9 below.

Table 3.9: Relevant Developments within 5km

Planning Application Reference	Description	Distance to Scheme	Current Status
VAR/2020/20/EIA	Holyhead Waterfront - Outline application for a mixed-use development consisting of a new marina, residential properties, a hotel, commercial, leisure and retail uses together with associated land reclamation and service infrastructure at Holyhead Waterfront, Holyhead	Approximately 3.4km north west of the scheme	Permitted 20 February 2014. Reserved Matters submission validated 4 March 2020 (VAR/2020/20/EIA) however this has not yet been determined. Construction dates are unknown.

⁵⁵ The Planning Inspectorate (2019) *Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects*. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>

Planning Application Reference	Description	Distance to Scheme	Current Status
46C427K/TR/ EIA/ECON	Land and Lakes - A hybrid planning application proposing a leisure village, sports area, restaurants, residential dwellings for nuclear power station workers, car park and ride, woodland walks, nature reserve and heritage centre.	At its closest point, the development is located alongside the boundary of this scheme.	Permitted 19 April 2016. However it is understood that the development of this scheme was on the basis of the nuclear power station being taken forward, which has since been cancelled. Construction dates to some remaining elements of the development is unknown.

3.12.3 Construction

Due to the current status of the Relevant Developments a construction start date is unknown. In the case of Land and Lakes there is also the potential that some of the proposals of the development may no longer go ahead. As the BCP is likely to commence construction in Spring 2022 for a duration of up to 8 months, it is therefore unlikely that the construction stage would overlap with the construction stages of the Relevant Developments. As a result, no cumulative effects are predicted during construction.

3.12.4 Operation

As the BCP would be a permanent facility there is the potential for cumulative effects during operation should the Relevant Developments come forward. However, as planning consent was received for Plot 9 within the Parc Cybi Industrial Estate in March 2005⁵⁶, both Relevant Developments have already considered the cumulative effects of the site usage, concluding negligible and not significant cumulative effects.

The Holyhead Waterfront development is considered to be a sufficient distance from the BCP (at least 3.4km away) such that direct and indirect cumulative effects are not considered likely. Although the Hybrid Land and Lakes development is located opposite the BCP at its closest point, the design and mitigation measures implemented as part of BCP (such as a SuDS drainage scheme, light spill control, building height and colour specifications and the retention of screening vegetation and important habitats on site such as the rocky outcrop) mean that cumulative effects would be unlikely.

Biodiversity enhancements for the BCP include the creation of a SuDS wetland area which would focus on wildlife benefits, a minimum 10m landscape buffer, additional landscaping and diverse habitats within the site boundary including wildflower planting. Furthermore, a precautionary approach has been applied within this Environment Report to ensure that all potential impacts are captured and assessed and, if required, mitigated for. As a result, any cumulative effects associated with the Hybrid Land and Lakes development would not be significant.

⁵⁶ Mixed use scheme (including a large storage/distribution depot with associated access off the main spine road, service areas and car parking facilities on Plot 9)

4 Summary

This report has been prepared for the proposed use of Plot 9 Parc Cybi in Holyhead as a permanent BCP. The objective of this report is to identify any potential for likely significant environmental effects (adverse or beneficial) as a result of the scheme and where relevant, outline the measures incorporated in the scheme design and delivery method to avoid, eliminate or reduce what might otherwise have been significant adverse effects on the environment.

The Environmental Impact Assessment (EIA) Regulations define EIA Development as development “*which is either (a) Schedule 1 development; or (b) Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location*”. The scheme, as described in Chapter 2 of this report, is likely to comprise development listed under Column 1 of Schedule 2, Category 10(b) “*Urban development projects, including the construction of shopping centres, car parks, sports stadiums, leisure centres and multiplex cinemas*” where the overall area of the development exceeds 5ha. The scheme would be 6.4ha in size, and as such, screening for EIA is required to determine if there would be any likely significant effects on the environment in line with the selection criteria for screening Schedule 2 development outlined within Schedule 3 of the EIA Regulations.

Chapter 2 of this report describes the characteristics of the development and location of the scheme. Chapter 3 of this report describes the types and characteristics of potential impacts as a result of the scheme, as informed by the identification of the environmental baseline, environmental constraints, sensitivity of environmental receptors and an assessment of the potential environmental effects. The assessment has considered the wider criteria outlined in Schedule 3 of the EIA Regulations and as detailed in Table 1.1.

The assessment presented in the preceding chapters and supporting appendices has concluded that there would not be any likely significant environmental effects as a result of the scheme, as outlined in Table 4.1. This is due to design and mitigation measures that have been embedded into the scheme design reducing environmental effects to non-significant levels. Furthermore, the BCP would be a permanent site and the enhancement and Biodiversity Net Gains that would be achieved within the site boundary would ensure that a longer-term legacy is achieved.

The assessment also considers the cumulation of the impact with other existing and/or approved developments, for which no likely significant effects have been identified.

The conclusion of no likely significant effects is reliant on the inclusion of best practice and mitigation measures to avoid or prevent what might otherwise have been significant environmental effects on the environment. These include the use of directional, hooded and low-level lighting, ensuring light spill does not fall outside of the Developable Area + 1m, limitations on the height of buildings across the site, retention of important habitat, noise mitigation, a minimum of a 10m landscape buffer, appropriate colouring of building structures and fencing, drainage design and best practice measures such as pollution prevention and spill response procedures.

These measures would be secured through the CEMP and as part of the Consenting Envelope of the SDO, and would be adhered to and implemented by the Principal Contractor and Operator.

Overall, this assessment concludes that there would be no likely significant effects as a result of the scheme, and therefore considers that the scheme would not comprise EIA development.

In order to ensure that all potential impacts have been captured and assessed, a precautionary approach has been applied to the assessment and it has therefore been completed based on a worst-case scenario. This includes for the scheme operating at full capacity and up to the limits set out within the Consenting Envelope. As the scheme is further refined throughout the detailed design stage, it is anticipated that the adverse effects identified within the assessments presented within this report would be less substantive than those presented in Table 4.1.

Potential impacts associated with each discipline, along with the required mitigation and significance of effect are shown in Table 4.1 below.

Table 4.1: Summary of Impacts, Mitigation Measures and Significance of Effect for Each Environmental Discipline

Discipline	Summary of Impacts	Mitigation Measures	Conclusions
Air Quality	<ul style="list-style-type: none"> There is potential for construction dust to cause nuisance to nearby residential properties. It is not anticipated changes in traffic flows caused by the scheme would lead to any significant air quality affects. 	<ul style="list-style-type: none"> Best practice measures to limit and control dust emissions 	No likely significant effects
Cultural Heritage	<ul style="list-style-type: none"> All archaeology removed by a series of investigations and prior development. The presence of construction machinery and associated noise and light pollution has the potential to impact heritage assets as a result of change within their settings. Operation of the scheme would result in an adverse impact on Trefignath Burial Chamber, Ty-Mawr Standing Stone and Trearddur Chambered Tomb as a result of change within its setting, however this impact would not amount to a significant effect due to design and mitigation measures in place. 	<ul style="list-style-type: none"> Restrictions in the use of the north-east corner, most visible from the burial chamber during construction. During operation, restriction of the height of built structures, finish of the buildings, directional and hooded lighting, inclusion of landscaping, restriction of the built infrastructure to be within the Developable Area and development restrictions within the north-east corner of the site. 	No likely significant effects
Landscape and Visual	<ul style="list-style-type: none"> Effects upon visual and landscape receptors due to the presence of construction plant, materials, machinery and the provision of construction lighting. Change in view afforded by residential properties that overlook the site. The site would not be readily visible from areas within the wider AONB or from other nearby residential areas of Kingsland to the west and north-west. Not significant due to restrictions on built infrastructure and the location of the proposed development being located within the designated employment site of Parc Cybi industrial estate. 	<ul style="list-style-type: none"> Well-managed, tidy construction site, the use of directional, hooded, baffled and low-level lighting. Early establishment of landscape planting. Building and surface materials to align with the Environmental Colour Assessment. Restriction of the height of built structures. Minimum 10m landscape buffer of native mixed tree species to be planted between the existing bund of trees and the developable area to screen the development from West-South-West views. Retention and enhancement of existing bund with trees. Long term maintenance of planting for lifetime of the BCP. 	No likely significant effects
Geology and Soils	<ul style="list-style-type: none"> No geological resources would be affected, and soil would be reused. 	<ul style="list-style-type: none"> Appropriate waste storage facilities. Spill prevention and response measures. 	No likely significant effects

Discipline	Summary of Impacts	Mitigation Measures	Conclusions
Biodiversity	<ul style="list-style-type: none"> Proximity to statutory designated sites (SSSI, SAC and SPA). Potential for impacts to Priority Habitat – the rocky outcrops and unimproved, acid grassland, which contains rare botanical species. Potential for impacts upon commuting and foraging bats, otter, badger and hedgehog during construction and operation. 	<ul style="list-style-type: none"> Best practice measures to reduce dust, noise and pollution to biodiversity features Drainage design for the scheme, including wildlife focused SuDS. Sensitive removal of the newly created attenuation pond. Working measures for reptiles under a Method Statement. Lighting designed to ensure a dark corridor around the perimeter of the site. Lux levels would be a maximum of 0.74 lux outside of the Developable Area + 1m. The colour temperature and blue spectrum of lighting to be controlled. Implementation of BREEAM and Biodiversity Net Gain measures. 	No likely significant effects
Material Assets and Waste	<ul style="list-style-type: none"> Material resources to be used in construction, thus resulting in a reduction in the availability of a small amount of material resources and the potential depletion of natural resources. Waste generated during the operation of the scheme. 	<ul style="list-style-type: none"> Appropriate pollution prevention measures. Reuse of all soil materials. Appropriate storage and removal of animal and hazardous waste. 	No likely significant effects
Noise and Vibration	<ul style="list-style-type: none"> Potential for temporary adverse effects on nearby residential receptors during construction due to construction traffic and works. Non-significant increases in noise levels at nearby receptors in the daytime and night-time during operation from increased HGV and non-HGV traffic, idling and manoeuvring HGVs and animal noises. 	<ul style="list-style-type: none"> Best practice measures during construction. Liaison with the local authority to establish mitigation methods, scope of works and construction schedule which may result in the requirement of a Section 61 application. Acoustic mitigation provided as specified by the noise assessment, such as a noise fence (of provisional height 5m and length 240m). Noise from plant on site to be designed to meet BS4142 criteria. Site management controls would be in place to ensure: <ul style="list-style-type: none"> No more than 22 Transport Refrigerator Units (TRUs) are running at any one time; No more than two HGVs performing reversing manoeuvres on site at any one time; and, Idling in the swim lanes and temporary inspection zones to be minimised to be no more than 5 minutes per vehicle. 	No likely significant effects
Population and Health	<ul style="list-style-type: none"> Some slight disturbance to the community due to the presence of construction machinery, lighting and noise. Negligible increases in journey times are anticipated for local road users. 	<ul style="list-style-type: none"> Best practice measures to reduce effects on the local community, such as ensuring that the community is kept informed on the proposals. 	No likely significant effects

Discipline	Summary of Impacts	Mitigation Measures	Conclusions
	<ul style="list-style-type: none"> Long-term employment opportunities would be generated. 	<ul style="list-style-type: none"> Design and mitigation measures secured within the scheme design. 	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> Potential for adverse effects on the unnamed ordinary watercourse through the site. Potential for polluted run-off from construction works and from routine run-off from vehicles using the scheme (for example, petrochemicals or contaminated sediments) and from any accidental spillages from HGVs. 	<ul style="list-style-type: none"> Best practice measures in agreement with NRW such as pollution prevention and spill response procedures. Implementation of the drainage design. 	No likely significant effects
Climate	<ul style="list-style-type: none"> Construction GHG emissions through the emissions from plant, transport of materials to site and the embodied carbon in the materials used. Operational GHG emissions from vehicles accessing the site. 	<ul style="list-style-type: none"> Best practice measures for carbon reduction. Implementation of BREEAM. 	No likely significant effects
Cumulative Effects	<ul style="list-style-type: none"> Unlikely that Relevant Developments would commence construction during the construction stage of the BCP. Should Relevant Developments come forward during the lifetime of the BCP, there is potential for non-significant cumulative effects during operation of the scheme. 	<ul style="list-style-type: none"> Implementation of design and mitigation measures of the scheme. 	No likely significant effects

Appendices

A. Environmental Constraints Plan

B. Air Quality Appendix

C. Heritage Impact Assessment

D. Landscape and Visual Appraisal

E. Preliminary Ecological Appraisal Report

F. Noise Impact Report

