



Conygar Holyhead Ltd.

HOLYHEAD WATERFRONT REGENERATION SCHEME

SECTION 73 APPLICATION TO AMEND AND DELETE VARIOUS
CONDITIONS ATTACHED TO OUTLINE PLANNING
PERMISSION REF: 19C1046A/EIA/ECON

ENVIRONMENTAL STATEMENT VOLUME 1

NON-TECHNICAL SUMMARY

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FOREWORD

This Environmental Statement (ES) is submitted in support of a planning application made under Section 73 of The Town and Country Planning Act 1990 to vary and remove various planning conditions attached to planning permission ref. 19C1046A/EIA/ECON, with the principal effect of extending the time period for the submission of applications for reserved matters approval and implementation for a period of two years.

The application, which this ES supports, has been co-ordinated by AXIS with technical inputs from:

- AXIS – Traffic and Transportation, Landscape, Seascape and Visual Effects;
- Tier Environmental – Ground and Geo-Environmental Conditions;
- Royal Haskoning – Ecology and Nature Conservation, Hydrodynamics, Sedimentation and Wave Climate, Water Quality, Surface Waters and Flood Risk;
- Smith Grant – Air Quality;
- NVC – Noise and Vibration;
- Archaeology Wales – Archaeology and Heritage; and
- Amion – Socio-Economics.

The Proposed Development is described fully within this document and remains unaltered from that which was granted planning approval by virtue of the above-referenced permission.

As per the approved application, the Proposed Development continues to fall within the ambit of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (as amended), with certain aspects of the proposal falling under Schedule 2 of the aforementioned Regulations, specifically:

- 1(e) - Reclamation of land from the sea;
- 10(b) - Urban development projects [where]:
 - the development includes more than 1 hectare of urban development which is not dwellinghouse development;
 - The development includes more than 150 dwellinghouses; or
 - The overall area of the development exceeds 5 hectares;

- 12(b) - Marinas [where] the area of the enclosed water surface exceeds 1,000 square metres.

In light of the above, and cognisant of the environment effects identified in the original ES, the Applicant in discussions with the Local Planning Authority has elected to undertake an update to the original Environmental Impact Assessment (EIA) in respect of the Proposed Development, such that it incorporates new guidance, legislation, and relevant contemporary baseline information.

The ES is presented in two separate volumes, as follows:

- a Non-Technical Summary (Volume 1), containing a brief description of the Proposed Development and a summary of the ES, expressed in non-technical language;
- the Environmental Statement Main Report (Volume 2), which contains the project description; an evaluation of the current environment in the area of the Proposed Development; the predicted environmental impacts of the scheme; and details of the proposed mitigation measures which would alleviate, compensate for, or remove those impacts identified in the study. Volume 2 also includes a summary of the overall environmental impacts of the Proposed Development, all relevant schematics, diagrams and illustrative figures and relevant technical appendices.

Copies of the documents, as a set, are available at a cost of £300.00 (+ postage) from David Jones of AXIS. Alternatively, the Non-Technical Summary can be purchased on its own from the same point of contact for £30.00 (+ postage). An electronic copy of the Non-Technical Summary is also available via email, free of charge.

1.0 INTRODUCTION

1.1 Background

1.1.1 On 14th February 2014, Isle of Anglesey County Council (IACC) granted Conygar Stena Line Ltd. outline planning permission (with all matters reserved) for the Holyhead Waterfront Regeneration Scheme (“the 2014 permission”). The site location (“the Site” or “the Application Site”) and extents are indicated on Figure 1.1.

1.1.2 The description of the development, as it appears on the planning permission, is as follows:

“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.”

1.1.3 The outline planning permission was granted subject to a number of conditions, of which condition 3 states that:

“Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.”

1.1.4 In addition, condition 4 defines the relevant timescales for the commencement of the development, as follows:

“The development hereby permitted shall be begun either before the expiration of seven years from the date of this permission, or the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.”

- 1.1.5 To-date, no reserved matters applications have been submitted pursuant to the above-referenced permission. This is mainly due to the fact that, immediately after the grant of planning permission, a local campaign group¹ applied to have an area of green space within the Site registered as a village green. An inquiry was held in 2017 which rejected the application. However, the process took 3 years to complete and thus presented a significant barrier to progress on the reserved matters applications. As such, whilst condition 4 confirms that the development must be begun before 14th February 2021, the period of time within which reserved matters should have been submitted, as set out in Condition 3 (i.e. by 14th February 2019) has lapsed.

Principal Purpose of the Planning Application

- 1.1.6 In light of the above, the purpose of the application which this ES supports is to vary Conditions 3 and 4 of planning permission reference 19C1046A/EIA/ECON in order to extend the period of time within which reserved matters approvals can be submitted and also extend the time period for the development being implemented. Recognising that such an application, if approved, would result in a new planning permission, with a new date of issue, it is proposed that Conditions 3 and 4 be reworded, as follows:

Condition 3

“Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission”

Condition 4

“The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or the expiration of 2 years from the date

¹ The Newry Beach Holyhead Action Group

of approval of the last of the reserved matters to be approved, whichever is the later.”

- 1.1.7 Of course, should IACC deem it necessary to impose a longer or shorter period in each of the new conditions, then it is at liberty to do so, provided that the time period specified within Condition 4 is sufficient to accommodate the works necessary to facilitate implementation of the scheme.

Subsidiary Reasons for the Planning Application

- 1.1.8 In addition to the above, there are a variety of other planning conditions which were imposed on the outline planning permission which are either no longer relevant, or the planning policy landscape has changed such that they are no longer necessary. These are conditions 51, 52, 53, 54, 55 all of which relate to the achievement of certain environmental/sustainability standards under BREEAM and/or the Code for Sustainable Homes.
- 1.1.9 These conditions were imposed because, at the time of application, national planning policy², and local planning policy, imposed a requirement upon developments of a certain size to comply with specific sustainability criteria. Whilst the Proposed Development would seek to achieve high standards under the relevant building regulations³, performance requirements under BREEAM and the Code for Sustainable Homes have now been removed from national planning policy and, accordingly, are neither necessary, nor relevant to the development to be permitted.

1.2 The Proposal

- 1.2.1 The Proposed Development, which benefits from outline planning permission by virtue of permission reference 19C1046A/EIA/ECON, is for a mixed-use regeneration scheme which would include a new marina, the reclamation of land from the sea, new residential development, together with a hotel, commercial,

² *Planning Policy Wales (Edition 3) (July 2010)*
³ *The Building Regulations 2010 (as amended)*

leisure and retail uses and associated infrastructure. The development would lie along the Holyhead seafront, in the shelter of the Great Breakwater with a new marina, surrounded by a new breakwater, extending into Holyhead Harbour.

- 1.2.2 The development remains unaltered from that which was approved on 14th February 2014 following the submission of the original (2010) outline planning application (supplemented by a Regulation 19 submission of further information on 17th February 2012).

1.3 The Site

- 1.3.1 The Site comprises circa 34 hectares of partially-developed, seafront land, which stretches approximately 1.4km east to west, on the northern edge of Holyhead town, facing into Holyhead Harbour and towards the Great Breakwater.

- 1.3.2 The Site varies considerably in level, ranging from that which is currently below sea level (and is yet to be reclaimed) to the more inland areas along the southern boundary of the site which range between 9m and 15m Above Ordnance Datum.

- 1.3.3 The existing site is described in more detail under the following headings:

- **North-western area** – this is the westernmost extent of the Site and comprises of rocky outcrop, upon which a harbour platform has been constructed. The Great Breakwater extends out to sea from the platform. Whilst some areas of the platform are used for storage, generally this area is underutilised and undeveloped;
- **South-western area** – this area is also located on the western side of the Site and lies behind the north-western area (described above). It has been split into two distinct sub-areas for ease of description:
 - *sub area 1* is located in the north-west and contains a large industrial building with associated storage yard. To the east and directly adjacent to this building is Soldier's Point House, a Grade II Listed Building and former hotel. To the east of Soldier's Point House is an area of unkempt

grassland with a number of wooded copses which stretch toward the sea front/harbour;

- *sub area 2* is located to the south and east and contains a large, derelict residential property, Porth-y-Felin House, again, a Grade II Listed Building, which is surrounded by woodland.

The south-western area is bordered to the north-east by the sea and to the south-west by an unclassified road.

- **The Promenade/Newry Beach** – this area lies to the east of Holyhead Marina and stretches approximately 500m along the seafront facing out into an area of the harbour where boats are moored on buoys (Holyhead Sailing Club). This area comprises some lengths of sandy beach, behind which is a seafront promenade/walkway. To the far west of this area is a small boatyard associated with the sailing club and an area of parking and to the east is the existing maritime museum. To the rear of the promenade is an open area of recreational grassland, through which runs Beach Road.

1.3.4 In terms of surrounding context and features, to the east is Salt Island, which is a ferry port owned and operated by Stena Line Ltd. To the south and east of the site lie the residential areas of Holyhead, to the north and west is Holyhead Breakwater Country Park and further areas of coastline.

1.3.5 Due to the coastal nature of the area, sea views into the site can be long-distance. In addition, the land rises gently in a southerly (inland) direction. This also provides relatively good overlooking, long-distance views of the Proposed Development area.

1.4 The Applicant

1.4.1 The Applicant is Conygar Holyhead Ltd. (formerly Conygar Stena Line Ltd.), an SPV established by the Conygar Investment Company PLC (“Conygar”) to deliver the Holyhead Waterfront development. Conygar is a national investment and development company operating successfully in the UK for the past 15 years.

1.4.2 Conygar is an AIM listed property company which benefits from considerable development expertise, has no debt, and has circa £60 million of cash and marketable securities available to enable and facilitate projects such as Holyhead Waterfront.

1.5 This Document

1.5.1 This document is the Non-Technical Summary, which has been prepared in accordance with the legislative requirements of The Town and Country Planning (Environment Impact Assessment) (Wales) Regulations 2017.

1.5.2 The document describes the Proposed Development in a non-technical language and summarises the findings of the Environmental Statement (Vol. 2 – Main Report).

2.0 SCHEME DESCRIPTION

2.1 Introduction

2.1.1 The Holyhead Waterfront Regeneration Scheme is a mixed-use development proposed along the existing waterfront, in the shelter of the Great Breakwater.

2.1.2 Significant elements of the scheme would be sited on reclaimed land within the existing harbour area. The scheme would necessitate the importation (by sea) of the material necessary to create the development platforms. It is envisaged that this would be sourced from suitable quarry facilities with access to the sea.

2.1.3 The Proposed Development remains entirely unchanged from the development that received outline planning permission on 14th February 2014 (ref. 19C1046A/EIA/ECON) and which is illustrated on Drawing No. 34405_PL03 Rev P5 – Development Sub-Zoning. However, for completeness, a summary of the proposal is identified below, accompanied by Figures 2.1, 2.2 and 2.3:

- 500 berth marina;
- 326 new dwellings (a mix of 1- and 2-bed apartments, and 2, 3, 4, and 5 bed houses);
- circa 280 visitor parking spaces;
- circa 380 private parking spaces;
- 4,040m² of commercial/leisure uses;
- 80 bed leisure/business hotel;
- 300m² Sail Training/Youth Centre;
- Public Beach area with community changing/welfare facilities;
- A new 900m² maritime museum with a new 1,050m² visitor centre (within the existing Soldier's Point House);
- New maritime workshops; and
- circa 250 space overflow car park.

2.1.4 For clarity, and in order to provide a comprehensive explanation of the scale of development proposed, it has been necessary to divide the proposals into three distinct ‘development zones’. Moving east to west, these zones are as follows:

- Zone 1 – The Marina and Promenade;
- Zone 2 – Porth-y-Felin; and
- Zone 3 – Soldier’s Point and the Great Breakwater.

2.1.5 Each zone is anchored by a primary development within and around which other complementary uses are proposed.

2.2 The Illustrative Masterplan

Zone 1: The Marina and Promenade

2.2.1 This area of the development is located within the eastern section of the development boundary. The proposal seeks to integrate a new marina and complementary facilities alongside the existing marina and Holyhead Sailing Club. Development in this zone would comprise:

- 500 berth marina – including a new breakwater and floating pontoons;
- Relocation of the existing (circa 150) moorings;
- 140 No. 1- and 2-bed apartments housed within 2-4 storey blocks constructed along the new breakwater, with discrete surface parking;
- 8 No. 2-storey retail/leisure/commercial facilities on reclaimed land along the Newry Beach waterfront;
- Reinstatement of Victorian sunken gardens and model boating lake;
- Enhanced access and facilities to Newry Beach;
- Preservation of existing marina and yacht club with direct links to new marina;
- New area of accessible beach adjacent to Mackenzie Landing; and
- New youth/sailing centre at the existing maritime museum (former lifeboat station);
- Improved linkage from the marina promenade through to the Great Breakwater Country Park.

Zone 2: Porth-y-Felin

- 2.2.2 The Porth-y-Felin zone is centred on the re-instatement of the currently derelict Listed Building: Porth-y-Felin House. Development in this zone would mostly be on land reclaimed from the sea and would predominantly comprise:
- Restoration and extension of the listed building 'Porth-y-Felin House' as an 80-bed hotel with business/conference facilities and foreground landscaping;
 - 112 No. 1- and 2-bed apartments housed within 2-3 storey apartment blocks along the newly reclaimed waterfront;
 - 68 No. 2- and 3-bed 2-3 storey townhouses;
 - 6 No. 4- and 5-bed detached properties; and
 - Improved vehicular/pedestrian access to Soldier's Point and the Breakwater Country Park.

Zone 3: Soldiers Point and the Great Breakwater

- 2.2.3 Development in this zone is focused on bringing the currently derelict Soldier's Point buildings back into beneficial use and comprises:
- Restoration of listed building 'Soldier's Point' as a tourist/leisure/training facility, to include the relocated maritime museum and workshop, together with new, subterranean visitor centre with dramatic views across the harbour;
 - Improved pedestrian/vehicular access to the Great Breakwater;
 - New marine engineering/boat maintenance facilities at the existing industrial buildings, adjacent to Soldier's Point;
 - Enhanced public/overflow parking provision at the Great Breakwater; and
 - Enhanced physical linkages from Marine Square through to the Great Breakwater.

2.3 Access

Pedestrian

- 2.3.1 In terms of accessibility, the new pedestrian linkages would offer the following:

- Access to the full length of new eastern and northern breakwaters;
- Access to the promenade across the reinstated sunken gardens with safe separation from the main car park via elevated walkways; and
- Access from the improved Newry Beach along the full length of coast to Soldier's Point and the Great Breakwater.

Vehicular

2.3.2 Vehicular linkages within the Proposed Development would be retained largely as existing, in terms of the main infrastructure, but would also offer the following improvements:

- The car park serving the new marina and its associated uses would be partially concealed through the use existing and proposed topography;
- New access would be created to the proposed marina dwellings which would also feature concealed parking facilities;
- 'Drop-off' parking arrangements for the new marina and its associated uses;
- Servicing access to promenade leisure accommodation via main car parks;
- Vehicular accessibility to Soldier's Point and Porth-y-Felin House would be enhanced;
- Existing cycling routes (numbers 5 and 8 of the Anglesey Coastal Cycle Route) would be retained and enhanced to provide links to key visitor/tourist attractions;
- Accessibility to existing marina, slipway and storage yard would be retained and improved.

2.4 Landscaping

2.4.1 Development of the landscape, soft and hard, public and private within the overall design proposals is integral to the design process. The treatment of spaces between zones of built development is just as important as the buildings themselves and assists in the delivery of a cohesive and legible development for the benefit of all users, both pedestrian and vehicular.

2.4.2 The landscape proposals within each development zone, whilst still strategic at this stage of the project, have been developed using the following design principles:

Zone 1:

- Topography has been utilised in order to retain views over the Proposed Development thereby minimising the impact upon existing vistas;
- Balances the harder landscaping required around the new marina with the soft formal gardens and the adjacent open grassland;
- Reinstatement of the formal gardens including sunken area and miniature boating lake.

Zone 2:

- Topography has been utilised in order to capitalise on the existing lush landscape frontage to Porth-y-Felin House;
- Protection of the private gardens in the central Porth-y-Felin housing area from the open harbour by introducing perimeter apartments along the newly formed, low-level, development platform;
- Retention of greater privacy than the promenade area but still maintains connectivity through visual linkage.

Zone 3:

- Enhancement of linkages with the Great Breakwater and the Country Park;
- Retention and enhancement of existing landscaping which runs to the waters edge including the creation of new pedestrian linkages back towards the town.

2.5 Summary of the Illustrative Masterplan

2.5.1 In summary, the proposed masterplan offers the following attributes that would contribute to the development of a sustainable community that complements and enhances the existing town of Holyhead, and retains the natural beauty of the coastal environment to the north-west. In response to its immediate and wider

built and natural environment, the masterplan has been designed cognisant of the Site's strengths such that the overall scheme now offers the following:

- Full linkage and interaction between the town centre and ¾ mile of coastal environment, with broader linkages to the Country Park;
- Preservation of existing panoramic views;
- Preservation and enhancement of multiple listed structures within the Holyhead Conservation Area;
- Preservation of existing coastal environment;
- Introduction of new and commercially sustainable mixed-uses;
- Creation of a variety of independent character areas that complement each other and work as well together as they do in isolation;
- Regeneration of commercial opportunities through the introduction of modern and attractive marina and visitor, tourist and training facilities;
- Public realm enhanced through beach, garden, promenade and coastal linkages/improvements;
- Creation of new homes for both the local population and boat owners.

2.5.2 The development is expected to contribute to the continued regeneration of Holyhead, providing significant employment opportunities, residential and leisure facilities and to act as a catalyst to further investment and initiatives in the local area. It is anticipated that the scheme would take approximately 7 years to be completed in its entirety. However, this is likely to occur on a phased basis, influenced by prevailing commercial conditions.

3.0 SUMMARY OF EFFECTS

3.1 Introduction

3.1.1 The ES (Vol. 2: Main Report) document describes the full context and scope of the EIA process. It contains a detailed scheme description and comprehensive assessments of the potential environmental effects attributable to the Proposed Development.

3.1.2 However, this chapter of the NTS contains a summary of each technical chapter presented in the Main Report, in a non-technical language.

3.1.3 The chapter provides a summary of the existing site conditions relevant to each topic area, the results of the environmental assessment work, whether any identified impacts require mitigation and, if applicable, what the residual effects on the environment are considered to be (i.e. **Significant** or **Not Significant**).

3.2 Hydrodynamics, Sedimentation and Wave Climate

3.2.1 Chapter 4.0 of the ES Main Report describes the existing environment in relation to hydrodynamics, wave climate and sediment transport, and details the assessment of the potential effects during the construction and operational phases of the Proposed Development.

3.2.2 The assessed marine physical environment includes currents, waves, sediment transport, and suspended sediments. Construction of the proposed scheme has the potential to affect the flow of water and the characteristics of the waves, which could change coastal and sea bed sediment composition.

3.2.3 The baseline conditions have been described using data collected from the Site and a review of existing knowledge about Holyhead Harbour. The Site is subject to weak tidal flows, low wave heights and limited transport of sediment, along the bed and in suspension.

- 3.2.4 The potential effects of the proposed scheme have been assessed by applying expert judgement to the range of data available. Potential changes to sediment concentrations in the water column and its resulting deposition on the sea bed during construction, and potential changes to waves, currents and sediment transport during operation, have been assessed.
- 3.2.5 The construction effects of the Proposed Development on sedimentary processes would be negligible because only very small volumes of sediment would be released over a small geographical area, and the effect would be temporary and short-lived. Potential effects on waves and currents due to the presence of the scheme structures would be negligible because existing physical conditions are calm and any increases or decreases in magnitude imposed by the Proposed Development would be very small. The resulting effect on sedimentation patterns would also be negligible.
- 3.2.6 Overall, the effect of the Proposed Development on hydrodynamics, wave climate and sediment transport locally and in the wider Holyhead Harbour, during construction and operation would be **Not Significant**.

3.3 Traffic and Transportation

- 3.3.1 Chapter 5.0 of the ES Main Report, together with its supporting appendices contains an assessment of the likely environmental effects of the Proposed Development in terms of traffic and transportation.
- 3.3.2 The baseline conditions surrounding the Proposed Development have been established by undertaking new traffic surveys, obtaining Personal Injury Accident Data along the local highway network and appraising the accessibility of the site by sustainable, non-car travel modes.
- 3.3.3 The assessment of effects is based on the percentage traffic impact changes within the study area over a 12-hr period on weekdays/weekends, and also on the peak hour capacity performance of the four junctions that lie in the study area.

The ES chapter includes the percentage traffic impact changes, whilst the Transport Assessment report includes the capacity assessments.

- 3.3.4 The percentage impact assessments indicate that overall increases in traffic flows of 33-105% could be anticipated on those links immediately adjacent to the Proposed Development, including Beach Road/Prince of Wales Road. Elsewhere the impacts will fall below the IEMA's 30% threshold of materiality.
- 3.3.5 Nonetheless, at those locations near the Site where impacts are predicted to rise above 30%, this is largely a function of the fact that the baseline flows are relatively low to begin with, thereby making the percentage impact of development-related traffic look very large by comparison.
- 3.3.6 In gross, absolute terms, the total flows along Beach Road and Victoria Road would not in themselves be unduly heavy. Therefore, effects on pedestrian delay, severance, pedestrian amenity and road safety would be **Not Significant**.
- 3.3.7 The capacity assessments indicate that two of the four key junctions within the study area would operate with spare capacity with the Proposed Development in place, whilst two would do not. On this basis, and without mitigation, it is considered that the junctions would suffer **Significant** effects on driver delay.
- 3.3.8 In light of the above, a range of travel planning measures would be adopted as part of the Proposed Development to help encourage more sustainable travel modes to and from the Site.
- 3.3.9 Similarly, on-Site, a range of incorporated mitigation measures are proposed that would enhance the public realm and the usability of the roads and footways within the Site. In turn, these measures would help encourage the use of non-car modes of transport in accordance with national transport planning policy objectives.

- 3.3.10 Off-site, and to mitigate against the forecast major adverse effects on driver delay that are predicted at two junctions, the following measures would be implemented, as outlined fully in the Transport Assessment:
- Signalisation of the existing priority give-way junction of Boston Street with Victoria Road – comprising a simple two stage arrangement with pedestrian crossing facility to Boston Street; and
 - Implementation of a ghost island right turn facility at the Victoria Road/Market junction.
- 3.3.11 Based on the results of the detailed 2024/2034 peak hour capacity assessments of the Victoria Road/Boston St. and Victoria Road/Market St. junctions with the proposed mitigation measures in place, it is concluded that the forecast impacts would be satisfactorily mitigated against by the junction improvement works, resulting in residual effects on driver delay which would be **Not Significant**.

3.4 Air Quality

- 3.4.1 The air quality assessment (Chapter 6.0 of the ES Main Report) has considered the potential impacts and subsequent effects at sensitive locations associated with dust and vehicle exhaust emissions during both the construction and operational phases of the Proposed Development.
- 3.4.2 A review of baseline air quality data has established that there are no known issues with air quality in the study areas. No Air Quality Management Areas have been declared on Holy Island by Isle of Anglesey County Council. Information sources included air quality monitoring data and reporting produced by the North Wales Combined Authority, of which Isle of Anglesey County Council is a member, and Defra's predicted background concentrations of nitrogen dioxide and particulate matter in the relevant study area grid squares for current and future years.
- 3.4.3 Owing to the different spatial scales at which likely significant effects could arise from the different phases of the Proposed Development, two different Study Areas

around the Proposed Development were adopted in the assessment for the different aspects. Sensitive human health and nature conservation locations were identified in each Study Area for further assessment.

- 3.4.4 An assessment has been undertaken of the potential for dust that may arise during the demolition, earthworks and construction phases of the project, and from track-out from the access points, to impact nearby sensitive locations through both soiling and human health effects. The assessment takes into account the size of the Proposed Development and the sensitivity of the surrounding area. In the absence of adequate mitigation, it is concluded that there is a low risk of adverse dust soiling, human health and ecological impacts arising from fugitive dust during the earthworks and construction phases. There is a medium risk of dust soiling impacts arising due to track-out along the roads to be used by HGVs during the construction phase and low risk of human health and ecological impacts from track-out.
- 3.4.5 The air quality assessment has also incorporated an assessment of the potential impacts from additional vehicle exhaust emissions associated with the Proposed Development, comprising an initial screening review taking into account the predicted changes in traffic flows along the roads and junctions within the transport assessment study area and locations of sensitive receptors, and a detailed assessment undertaken using atmospheric dispersion modelling software. The detailed assessment included consideration of other committed developments in the area. All predicted impacts at residential and leisure receptors are negligible. No unacceptable impacts, either individually or cumulatively, are predicted to occur on human health, amenity or sensitive locations through the additional traffic associated with the Proposed Development.
- 3.4.6 Dust impacts during the construction phase can be readily mitigated through the implementation of standard best practice in respect of dust control and site management. With mitigation measures in place the direct impacts and subsequent effects of the construction phase are reduced to negligible. The incorporation of standard dust mitigation measures during the construction works

has been recommended and with the addition of mitigation, no unacceptable impacts on human health, amenity or sensitive locations during the construction phase are predicted. No additional mitigation measures in relation to vehicle exhaust emissions have been identified as being necessary.

- 3.4.7 Overall, with the addition of mitigation of the construction phase activities, the residual effects of the Proposed Development are predicted to be **Not Significant** with respect to air quality.

3.5 Landscape, Seascape and Visual Effects

- 3.5.1 Chapter 7.0 of the ES, together with its supporting figures and appendices, sets out an assessment of the likely significant landscape and visual effects of the Proposed Development.
- 3.5.2 The Proposed Development would be located along the southern side of Holyhead Harbour, which is enclosed from the open sea by the Great Breakwater, and where existing development is well-established. The Wales Coast Path recreational route follows Beach Road and the access lane to the Great Breakwater on its way around Anglesey. Holyhead Breakwater Country Park lies to the west of the Site. The Anglesey Area of Outstanding Natural Beauty is located further to the west and extends along much of the Anglesey Coast.
- 3.5.3 The Proposed Development would be located within Anglesey Landscape Character Area 2 Holy Island, and in Anglesey Seascape Character Area 11 Holyhead. Both these areas were identified by Isle of Anglesey County Council and are informed by the LANDMAP study carried out by Natural Resources Wales.
- 3.5.4 Ten viewpoint locations were identified from which the visual effects of the Proposed Development could be assessed. Photomontages showing how the new buildings would be likely to appear have been produced from each viewpoint.

- 3.5.5 Effects on the physical landscape fabric would be **Significant**, derived from the loss of the existing Newry Beach, and the naturalistic shoreline further west. However, the reinstatement of the Victorian gardens, the rehabilitation of the building at Porth-y-Felin, the restoration of Soldier's Point and the enhancement of parking and access to the Great Breakwater would be of significant benefit.
- 3.5.6 With Anglesey Landscape Character Area 2 Holy Island, effects on landscape character would be **Significant** within and adjacent to Holyhead Harbour, derived from the loss of the existing beach and naturalistic shoreline within the Harbour. However, all the other changes that would occur, including the restoration of Soldier's Point and Porth-y-Felin House, the reinstatement of the sunken gardens, the enhanced public access, and the general improved appearance of the waterfront would be of significant benefit. Wider effects upon landscape and seascape character would be **Not Significant**.
- 3.5.7 Visual effects have been assessed from ten viewpoint locations. Effects would only be **Significant** from four of these:
- Viewpoint 3: Holyhead Breakwater, where some change would be adverse and some change beneficial;
 - Viewpoint 4: Holyhead Breakwater, where some change would be adverse and some change beneficial;
 - Viewpoint 6: Gwelfor Avenue, where change would be adverse; and
 - Viewpoint 7: Newry Fawr, where change would be adverse.
- 3.5.8 In respect of potential effects on the Anglesey AONB, the Proposed Development would be an urban waterfront development, clearly associated within the existing enclosed harbour at Holyhead and with the existing urban area. The land within the Site would remain very different in character from land within the AONB. The strong distinction between the developed coast at Holyhead and the wider rural area would remain. On this basis, the statutory purposes and special qualities of the Anglesey AONB would not be materially affected by the Proposed Development.

- 3.5.9 The physical fabric of the Site would experience **Significant** effects. Much of the existing fabric would be replaced, in particular along the waterfront where land reclamation would take place. The loss of the existing beach and of the existing naturalistic shoreline in the western part of the Site would be adverse. However, beneficial effects would accrue from the reintroduction of the former sunken gardens along the promenade and from the rehabilitation of the historic buildings at Porth-y-Felin and Soldier's Point.
- 3.5.10 Significant effects upon character would be confined to the harbour area, with the Proposed Development resulting in a positive change in landscape character. A unified and contemporary waterfront would be created as opposed to the incoherent and disparate features that are currently present on the Site. Specific effects on seascape character would be **Not Significant**, as the existing seascape within the harbour is largely defined by development and marine activity, and the distinction between this area and the undeveloped coastal areas to the west would be maintained.
- 3.5.11 Significant visual effects would be limited to the immediate surrounds of the Site, where the Proposed Development would change the relationship between receptors and the harbour. The nature of these effects, whether adverse or beneficial, would vary depending upon location.
- 3.5.12 The night-time landscape and visual effects of the Proposed Development would be **Not Significant**. Detailed lighting schemes would be prepared for each element of the Proposed Development, each of which would include best practice measures to minimise the generation of obtrusive light. The detailed layout of buildings and other structures, and of proposed landscape treatments could also be designed to reduce the effects of lighting.
- 3.5.13 The Proposed Development would unify and make coherent what is currently a disparate and, in places, neglected combination of different elements in the Holyhead Waterfront area. The combination of new development and rehabilitation and restoration of existing historic features would result in a vibrant

waterfront environment, which would be well-contained and would exert little influence beyond its boundaries.

3.6 Ecology and Nature Conservation

- 3.6.1 Chapter 8.0 of the ES Main Report, together with its supporting figures and appendices, sets out an assessment of the likely significant effects of the Proposed Development on the local ecological resource.
- 3.6.2 A suite of baseline ecology surveys for protected species were undertaken to inform the assessment. The surveys indicated the presence of legally protected species within, or close to, the Site. There was no evidence of bat roosts within the Site but the western half of the site is of some value for foraging bats. Common lizard and slow worm are present within grounds of Porth-y-Felin House and Soldier's Point. Other protected species observed in the surveys include a single badger and foraging chough.
- 3.6.3 Potential impacts on bat foraging habitat can be addressed in the landscape design for the Proposed Development. Potential impacts on breeding birds can be avoided by timing site clearance works outside of the breeding season.
- 3.6.4 A Reptile Management Plan would be produced prior to any works being undertaken in order to safeguard the reptile species present within the Site. Suitable mitigation measures would include sympathetic removal of vegetation to encourage reptiles to move into adjacent, suitably-managed habitats and possible trapping and translocation measures. With these measures in place, effects would be **Not Significant**.
- 3.6.5 Protected marine mammals, including porpoise, bottlenose dolphin and grey seal are present in the wider marine area around Holy Island, but are not considered likely to regularly use areas within Holyhead harbour. While construction activities are not expected to have any impact on marine mammal species, the increase in

recreational vessel traffic out of the marina would be mitigated by adopting a Code of Practice for boat owners.

- 3.6.6 The proposed development site lies partly within North Anglesey Marine/Gogledd Môn Forol Special Area of Conservation and Anglesey Terns/Morwenoliaid Ynys Môn Special Protection Area. The Site itself is of low value to foraging tern species (the designation features of the Special Protection Area). Harbour porpoise (the designation feature of the Special Area of Conservation) are rarely present in Holyhead harbour and are likely accustomed to vessel use. As such, effects on these sites would be **Not Significant**.
- 3.6.7 The Site also lies adjacent to Holy Island Coast/Glannau Ynys Gybi Special Area of Conservation/Special Protection Area and Site of Special Scientific Interest. There is the possibility of indirect impacts on the Special Area of Conservation/Site of Special Scientific Interest through increased recreational use and trampling of important habitats. However, it is considered that these could be addressed by visitor management and through supporting the maintenance of the sites such that effects would be **Not Significant**.
- 3.6.8 Priority habitats under Section 7 of the Environment (Wales) Act 2016 present in the Site include deep-water mud with sea pens in the harbour. However, the area lost within the marina would be of low value to the wider harbour area, and working practices would minimise the dispersal and deposition of fine sediments, so any loss during reclamation works would be of minor significance. Terrestrial habitats, such as scrub, broadleaved woodland and grassland, may be affected during the development but the extent of affected habitats is of low value to the wider area around Holy Island. Mitigation measures would ensure that any indirect effects upon habitats outside of the Site would be **Not Significant**.
- 3.6.9 Invasive non-native species known to be present within the Site include significant marine species, namely carpet sea squirt and terrestrial species such as Japanese knotweed. In order to prevent the spread of these inside and beyond the development area, bio-security measures, such as the production and adherence to invasive non-native species method statements and/or management plan(s),

would be followed during the course of the construction works, and removal of Japanese knotweed or other invasive species would be subject to control measures. This would minimise the risk and significance of impacts from spread of invasive non-native and would ensure that effects would **Not Significant**.

3.7 Ground and Geo-Environmental Conditions

- 3.7.1 Chapter 9.0 of the ES Main Report identifies the existing soil and geological conditions and development constraints, evaluates the potential for contamination and assesses the potential environmental effects on ground conditions during both the construction and operational phases.
- 3.7.2 The ground conditions across the study area generally comprised localised shallow Made Ground (man-made soils) associated with the historic developments underlain by clays, sands and gravels of natural Till. Bedrock of the New Harbour Group was encountered from shallow depth (less than 1m bgl) across the majority of the study site. The bedrock appears to extend beneath the proposed marina development where it is indicated to be less than 3m below the seabed.
- 3.7.3 Historically, the Site has been developed since the earliest historical maps (1887) with pertinent past land uses including a number of tanks and a water pumping station. Pertinent land uses within the vicinity of the Site include repair works, boat yard, historic kiln, tramway and sidings, moorings, timber yard, boat yard, depots, quarries, historic barracks, battery, smithery and landfilling.
- 3.7.4 The superficial deposits (Till) in the vicinity of the site are classified as Secondary Aquifer and the solid geology (New Harbour Group) is classed as a Secondary (B) Aquifer. The New Harbour Group is, therefore, generally regarded as containing insignificant quantities of groundwater. There are no licensed groundwater abstractions or source protection zones within the vicinity of the Site.

- 3.7.5 Several minor surface water features were identified, including two small streams in the central area of the study site that flow into the harbour. There are no licensed surface water abstractions in the vicinity.
- 3.7.6 The assessment of the Site has identified a number of potential contamination sources, although most of these are relatively small and are related to storage tanks associated with existing developments.
- 3.7.7 There are no recorded landfills within the Site. The historical Soldier's Point Landfill is located 10m to the southwest, to the south of Beach Road. The course of Porth-y-Felin Stream appears to traverse this historic landfill. It is understood that the landfill received industrial and household waste during the late 1960s and early 1970s, with the licence surrendered in 1988. A leachate collection chamber is understood to be present within the footprint of the landfill.
- 3.7.8 No visual or olfactory evidence of hydrocarbon contamination was encountered during the site investigation. No elevated concentrations of total petroleum hydrocarbons were recorded, including in the vicinity of the current and historical above ground storage tanks.
- 3.7.9 It was considered that the Made Ground within the Site may locally present a potential risk to end users and that further investigation works would need to be undertaken to delineate these areas.
- 3.7.10 A sample of asbestos cement sheeting from Soldier's Point House was found to contain asbestos chrysotile fibres.
- 3.7.11 It was considered that the risk posed by the Proposed Development to controlled waters (surface waters and groundwaters) would be **Not Significant**.
- 3.7.12 The gas monitoring undertaken to date indicates that the majority of the Site was classified as very low risk and that gas protection measures would not be required.

Localised areas of the Site were classified as low risk for which basic gas protection measures may be required.

- 3.7.13 It was considered that strip foundations within the superficial Till deposit or the New Harbour Group Formation bedrock would be suitable across the majority of the proposed residential plots within the western area and rotary cored piles founded into the New Harbour Group Formation are likely to be required for the proposed marina, commercial and residential development within the eastern area.
- 3.7.14 The assessment considered the impacts and subsequent effects of the development on all receptors within the Proposed Development area and within the vicinity of the development boundary.
- 3.7.15 The assessment identified a number of instances where, in the absence of mitigation measures, the Proposed Development could have locally **Significant** effects.
- 3.7.16 During construction, these are predicted to be:
- The potential effects of ground gas on construction workers;
 - The potential for surface excavations to expose contaminated soil and generating contaminated run-off; and
 - The potential raising of ground levels within development area, notably within Area 2 (marina) may result in consolidation of the shallow soils, notably the sediments within the reclamation area.
- 3.7.17 During operation, these are predicted to be:
- The potential for asbestos which may present a potential risk to site users;
 - The potential for the accidental importation of contaminated soil instead of clean soil for land raising purposes;
 - The potential impact of elevated ground gas to end-users and below ground structures (drainage and utilities); and
 - The excavation and reuse of Made Ground and the placement of verified clean soil within proposed garden and landscaped areas.

3.7.18 Most of the Significant effects would be adverse, rather than beneficial (with the exception of the last bullet). Accordingly, a number of mitigation measures are proposed to ameliorate these effects, including working in accordance with a Construction Environmental Management Plan and the installation of ground gas protection measures, suitable foundation types and clean cover soils.

3.7.19 With mitigation measures in place, the effects are reduced at all the receptors to be **Not Significant**.

3.8 Water Quality, Surface Waters and Flood Risk

3.8.1 Chapter 10.0 of the ES Main Report provides an overview of the potential impacts of the Proposed Development in terms of water quality, surface waters and flood risk during both the construction and operational phases.

3.8.2 The Proposed Development is located within the Ynys Mon Secondary groundwater body and the Holyhead Bay coastal water body. The area is currently within Flood Zone C2 however, there are no records of flooding occurring in this area.

3.8.3 In order to assess the potential impacts to water quality arising from the Proposed Development, standard guidelines for the determination of the sensitivity and value of the receptor, in this case the water bodies, and the magnitude of the potential impact (and consequential effect) have been followed.

3.8.4 The assessment has found that the construction of the Proposed Development would not adversely affect groundwater and surface water quality through the use of best practice construction measures which would be contained in Construction Management Plans and Construction Environmental Management Plans. Consequently, effects would be **Not Significant**.

3.8.5 During operation, the implementation of best practice house-keeping measures for marina users coupled with the provision of adequate land-side facilities would

mitigate any impact to surface water quality through contamination events so that it is **Not Significant**.

3.8.6 In addition to the above, the Proposed Development would be constructed so that the design level meets the climate change allowances for a 1:200 (2012) event, with a parapet on the breakwater to prevent any flood risk through wave action.

3.9 Noise and Vibration

3.9.1 Chapter 11.0 of the ES provides an assessment of the noise and vibration impacts of the Proposed Development during its construction and operation period at the identified nearest sensitive receptors.

3.9.2 To establish any likely impact from noise, a robust assessment of baseline sound levels has been considered by undertaking fixed position noise monitoring at two noise sensitive receptor areas over a weekend period.

3.9.3 An assessment of construction noise and vibration has been provided in accordance with relevant standards and Best Available Techniques would be employed to control noise and vibration generation during this phase to ensure any short-term peak noise activities are controlled and impacts are minimised.

3.9.4 During construction, the predicted increase in noise is likely to be **Significant** during general and peak noise periods respectively. Mitigation measures would be introduced to reduce these noise impacts. The likely levels of vibration would be **Not Significant**.

3.9.5 The assessment of impact from general activities from the Proposed Development concludes that effects at the nearest sensitive receptors would be **Not Significant**.

3.9.6 The assessment of fixed plant noise and event noise, without mitigation, has been predicted as potentially **Significant**.

- 3.9.7 Road traffic movements as a result of the Proposed Development have been considered on the local road network relative to existing receptors and the assessment concludes that the effect would be Not Significant.
- 3.9.8 In order to mitigate the identified construction phase effects of the Proposed Development, best practical means would be employed to control noise and vibration generation in accordance with appropriate standards and guidance.
- 3.9.9 In relation to the operational phase, several potential mitigation measures have been proposed to ensure that the resultant operational noise levels are within appropriate guidance and standards. The measures would be based on the employment of Best Available Techniques to mitigate any potential peak noise sources.
- 3.9.10 In summary, the assessment shows that any potential effects would be **Not Significant** during the construction or operation of the Proposed Development following the implementation of appropriate mitigation.

3.10 Archaeology and Heritage

- 3.10.1 Chapter 12.0 of the ES provides an assessment of the predicted effects of the Proposed Development upon the local cultural heritage resource during its construction and operation.
- 3.10.2 The assessment of the study area has established that the area of the Proposed Development is rich in cultural heritage remains. However, the heritage resource is predominantly Victorian in date, with high value buildings and monuments associated with the construction of the Great Breakwater and the Holyhead New Harbour between the years 1846-1873. The most significant monuments in the study area are inevitably the Great Breakwater itself, the extraordinary Soldier's Point House and Screen Wall, the Soldier's Point Lighthouse and the imposing Porth-y-Felin House, the Trinity Yard Offices and Workshops and the Lifeboat

House. Each of these high-value sites have Grade II listing, with the Great Breakwater having a Grade II* listing.

- 3.10.3 The assessment considered the direct and indirect impacts and subsequent effects of the development on all assets within the Proposed Development area and also high-value assets within 1.5km from the development boundary.
- 3.10.4 The assessment, based upon the development proposals, identified that there would be 21 instances where the Proposed Development would either have a **Significant** effect.
- 3.10.5 The assessment also identified 6 high-value sites within the Proposed Development area, where the indirect effects of the proposals were considered **Significant**, comprising 5 listed buildings and a conservation area. The indirect effect on a further 4 listed buildings outside the Proposed Development area was also considered **Significant**.
- 3.10.6 In order that these identified effects are ameliorated, a number of mitigation measures are proposed, including standing building recording of affected structures, Historic Impact Assessments on Listed Buildings in compliance with Cadw 2017 guidance, archaeological evaluation of archaeologically sensitive areas, archaeological watching briefs on areas of archaeological potential and marine surveys of affected off shore areas. A sympathetic design scheme is also advocated, alongside the planned works of repair and restoration on some significant archaeological and heritage assets, which allows the archaeological and heritage resource to inform the final design of the scheme.
- 3.10.7 With mitigation measures in place the direct impacts and subsequent effects are reduced on many of the assets. The residual effects on 15 sites of medium-value is still considered to be **Significant**, but dependent on the results of the mitigation could be potentially be **Not Significant**.

3.10.8 Effects on the high-value sites of Soldier's Point House and Screen Wall and Porth-y-Felin House would be **Significant**, but is considered to be potentially beneficial.

3.10.9 With mitigation measures in place the indirect impacts and subsequent effects on high-value sites are reduced on individual elements of the Holyhead Beach conservation area. The indirect effects remain to be **Significant** on the Great Breakwater, Soldier's Point House and screen walls and Porth-y-Felin House, but would be potentially beneficial. The residual effects on Trinity Yard Office & Workshops and the Lifeboat House remain to be **Significant**.

3.11 Socio-Economic Effects

3.11.1 Chapter 13.0 of the ES Main Report considers the potential effects of the Proposed Development on socio-economic receptors in Anglesey during its construction and operation.

3.11.2 The baseline comprises two elements: an overview of existing socio-economic conditions within the Isle of Anglesey local authority area compared with comparator indicators within the North Wales, Wales, and national (UK/GB) areas; and of key community facilities (primary healthcare and education).

3.11.3 The economy of Anglesey indicates a number of weaknesses. However, Anglesey's economic activity rate is relatively strong, in the national context.

3.11.4 During the construction phase, it is predicted that the Proposed Development would generate an estimated 68 Full-time Equivalent jobs at the Anglesey level. The residual effects would remain as medium/moderate beneficial, short-term, local and district significance with positive effects on employment and other businesses in the town.

3.11.5 During the operational phase, the economic effects would generate some 179 net additional jobs at the Anglesey level and around £6.2 million of net additional

annual GVA. In addition, the Proposed Development would result in additional business rates income of around £0.4 million per annum, an additional £0.37 million of Council Tax income per annum, and £3.4 million of additional expenditure per annum at the Anglesey level, all of which are considered to be of moderate beneficial, long-term, local and district level residual significance.

- 3.11.6 The Proposed Development would attract up to an estimated 517 new residents to the area. There appears to be sufficient capacity within the existing GP surgeries in the locality and hence the effect of the Proposed Development on GP capacity is considered to be of negligible, long-term, local and district significance. However, in terms of dental care the current issues with the capacity of NHS dental practices to accept new patients indicates that this is a potential issue of medium/moderate adverse significance that may only be mitigated through a wider dental care strategy.
- 3.11.7 The Proposed Development would generate future demand for 17 primary school pupil places and would add to the current identified shortfall (123) in the number of primary school places available within local schools in the Holyhead. The Proposed development would create the need for an estimated additional 15 secondary school places in the future, which could potentially be accommodated within the current surplus of 33 places available but reduce this buffer to a low level. Mitigation through definition of a strategy with the local education authority could reduce the overall residual effect on school places to a low/minor, long-term, local and district significance.
- 3.11.8 Overall, with mitigation in the form of a dental care strategy, effects are considered to be **Not Significant**.

3.12 Cumulative Effects

- 3.12.1 Chapter 14.0 of the ES Report has sought to assess the likelihood of significant environmental effects arising in combination with other existing and/or consented projects in the vicinity of the Proposed Development.

- 3.12.2 The first stage of the assessment process was to agree with IACC, as part of an informal pre-application advice process, whether there are any developments locally which might warrant consideration in any cumulative effects assessment; known as the “long list” of projects.
- 3.12.3 The second stage of the assessment process was to identify which of the projects contained in the long list should be carried forward to the next stage of assessment (i.e. the short list) based upon a number of specific considerations and key criteria.
- 3.12.4 In light of the above, four projects/developments were short-listed for further assessment. These projects were:
- Parc Cybi – Mixed-use allocation on the southern edge of Holyhead with outline planning permission for a mixed-use development comprising employment (B1, B2, B8) to include offices, industrial use and hotel together with the construction of a new vehicular access;
 - Land and Lakes - A leisure village at Penrhos Coastal Park, Holyhead comprising up to 500 new lodges and cottages at Penrhos and Cae Glas and 315 new dwellings at Kingsland;
 - Anwyl Homes (South Stack Phase 1) - Construction of 123 detached and semi-detached homes at Parc Tyddyn Bach, Holyhead; and
 - Anwyl Homes (South Stack Phase 2) - Construction of 46 dwellings together with the creation of a new vehicular site access on land adjacent to Parc Tyddyn Bach, Holyhead.
- 3.12.5 Finally, an assessment was undertaken of the likelihood of potentially significant environmental effects occurring in the event that all of the short-listed projects/committed developments came forward in unison, in combination with the Proposed Development. This assessment was undertaken on a topic-by-topic basis and concluded, on every topic, that cumulative effects on the environment would be **Negligible** and **Not Significant**.