



# **North Wales Border Control Post**

Planning Report  
BCP21-006-02-00

October 2021



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# Executive summary

Mott MacDonald has been appointed by the Welsh Government (WG) to support the Welsh Government in drafting a Special Development Order (SDO) for a Border Control Post (BCP) at Plot 9 of Parc Cybi in Holyhead (hereafter referred to as 'the site'). The development forms part of the transitional arrangements arising from the United Kingdom's (UK) departure from the European Union (EU) to serve the Holyhead Port operations in Anglesey, North Wales.

This Planning Report provides a comprehensive package of information (along with other necessary and relevant supporting documents) to provide sufficient evidence to Welsh Ministers to draft and lay an SDO for a Border Control Post in North Wales.

This report and associated documents set out the promotion of a permanent Border Control Post 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), new fencing, lighting columns, drainage and associated landscaping.

The details of these works are set out in this report, along with details of the drawings that are being submitted in the Red Line Boundary plan (BCP21-006-03-00) and the Consenting Envelope plan (BCP21-006-05-00). Controls to the development such as building heights, areas of hardstanding and landscaping buffer that can be incorporated into the SDO legislation are also set out to ensure that the development does not present any adverse impacts as assessed in this report and associated documents. These are generally referred to as 'proposed limits'.

The scheme area is 6.4 and includes more than 5 hectares of non-residential development. The scheme is a Schedule 2 development as it is also located within a sensitive area. An Environment Report (BCP21-002-00-00) has been produced which concludes that with appropriate mitigation and the proposed limits outlined in the proposed Consenting Envelope (which consists of the Consenting Envelope plan (BCP21-006-05-00) and the SDO Limitations Spreadsheet (BCP21-006-04-00)), the scheme presents no likely significant effects and therefore considers that the scheme would not comprise EIA development.

This evidence pack demonstrates that the principal of the development accords with national policy, such as the Future Wales: The National Plan 2040, in that it is vital to the continued operation of the Port of Holyhead and supports the future sustainable development of Wales. Consideration has been given to the site allocation within an AONB, with mitigation embedded in to the SDO limitations to ensure that the development does not significantly affect the key features of the AONB. The location and design of the scheme adheres to the policy set out within the local development plan, it is on a site allocated for business use, and has been designed to mitigate any impacts on the surrounding community as much as possible.

Stakeholder engagement has been undertaken throughout the design process, with both the community and technical stakeholder groups been provided an opportunity to comment on the scheme. Engagement has been meaningful by following the Gunning principles. This can be demonstrated by a flexible design approach to date which has included changes to accommodate responses received. Furthermore, engagement with stakeholders and the community is proposed before and after the SDO is made and throughout the construction period.

It is considered that evidence presented is sufficient to support the drafting of an SDO for consideration by Welsh Ministers, with a view to bring legislation in to force which would enable the development of the BCP at Parc Cybi.

# 1 Introduction

Mott MacDonald has been appointed by the Welsh Government (WG) to support the Welsh Government in drafting a Special Development Order (SDO) for a Border Control Post (BCP) at Plot 9 of Parc Cybi in Holyhead (hereafter referred to as ‘the site’). The development forms part of the transitional arrangements arising from the United Kingdom’s (UK) departure from the European Union (EU) to serve the Holyhead Port operations in Anglesey, North Wales.

## 1.1 Purpose of this Report

This report summarises the evidence base gathered to support Welsh Ministers in their drafting of an SDO for a permanent Border Control Post (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), new fencing, lighting columns, drainage and associated landscaping.

An SDO is being sought to consent a permanent BCP with the assessment of impacts undertaken on this basis. Notwithstanding this it is important to note that the Welsh Government will only maintain a BCP for as long as is necessary. The need for the BCP is dependent on trade flows, terms of trade deals negotiated by the UK Government as well as the development of technologies that could provide alternative solutions in the future; all of which are undetermined at this time. Throughout the rest of this report and the associated documents the BCP will be referred to as being a permanent development, as that is the basis on which the SDO is being sought.

It is proposed that the SDO will establish consent for a ‘Rochdale’ Consenting Envelope’. The ‘Rochdale’ consenting envelope (hereafter referred to as the ‘Consenting Envelope’) sets out the maximum assessed parameters of the development, within which all development will be limited to. Accompanying the Consenting Envelope plan (BCP21-006-05-00) is the SDO Limitations Spreadsheet (BCP21-006-04-00) which further details the proposed limits to mitigate the potential impacts of the development. The Consenting Envelope plan and associated limitations will ensure that the final design of the BCP does not trigger significant environmental effects, whilst also allowing an appropriate degree of flexibility in design.

The Planning Report sets out the approach to the Consenting Envelope and demonstrates its compliance with relevant national and local policy. It also sets out the material considerations related to the development of the BCP and the limits required to mitigate the potential impacts of the development.

The report is structured as follows:

- **Chapter 1 Introduction:** Provides the need for the development
- **Chapter 2 Description of Development:** Provides the description of development for the BCP
- **Chapter 3 Planning History:** Provides details of the planning history relevant to the proposal
- **Chapter 4 Relevant Planning Policies:** Identifies the national and local planning policies relevant to the site and the development
- **Chapter 5 Planning Considerations:** Provides an analysis of the key planning issues including the site selection process, suitability and availability of the land.
- **Chapter 6 Material Considerations:** Provides an assessment of the material considerations relevant to the determination of this submission

- **Chapter 7 Conclusions:** Provides an overall summary of the proposed development and compliance with the Order.

**This Report should be read in conjunction with the following associated documents:**

- BCP21-002-00-00: Environment Report
- BCP21-005-00-00: Transport Statement
- BCP21-006-03-00: Red Line Boundary plan
- BCP21-006-04-00: SDO Limitations Spreadsheet
- BCP21-006-05-00: Consenting Envelope plan
- BCP21-006-06-00: Consultation Engagement Report
- BCP21-007-00-00: Habitats Regulations Assessment (HRA)

## 1.2 Need for SDO

Given the national importance of the timely delivery of border infrastructure, consent is being sought via a Special Development Order (SDO) under the provisions of Sections 59 and 60 of the Town and Country Planning Act 1990 (The Act).

Section 59 of The Act enables the granting of special orders, and allows Welsh Ministers the power to make such a development order. Planning permission granted by a development order may be granted either unconditionally or subject to such conditions or limitations as may be specified in the order.

Welsh Government have endeavoured to work with the Local Planning Authority (LPA) to achieve a proposal that aligns with the Local Development Plan and any other material considerations.

The SDO would provide a permanent consent for a border control post, setting out the development parameters of both the construction and operational stage of the facility. In the case that a border control post is no longer required at the site, any change of use or subsequent development of the site would require a TCPA application to Isle of Anglesey County Council.

## 1.3 Border Control Post

Article 64 of the Official Control Regulation (EU) 2017/625 on official controls (OCR) sets out the minimum requirements for BCPs. To be designated a BCP by the competent authority, BCPs must comply with the requirements on facilities, equipment and staff as set out at Article 64(3). This includes:

- Having a sufficient number of suitably qualified staff;
- Premises and facilities that are appropriate to the nature of volume of consignments;
- Equipment to enable the performance of checks, including IT equipment;
- Access to service of official laboratories; and
- Arrangements in place to prevent risks of cross contamination and compliance with biosecurity standards.

Biosecurity standards are set out at the Commission Regulation 2019/1014, which includes the following requirements:

- Unloading areas;
- Inspection rooms/areas;

- Storage facilities; and
- Changing rooms

#### 1.4 Need for the Development

On 31 January 2020, the UK formally left the EU and began an 11-month transition period which ceased on 31 December 2020. Henceforth, there are new UK customs rules and regulations in place for all Sanitary and Phytosanitary (“SPS”) goods entering the UK from the EU, similar to the arrangements with non-EU nations.

SPS goods including plants, products of animal origin, live animals and high risk food and feed not of animal origin from the EU now need to enter Great Britain (England, Wales and Scotland) through a BCP. At the BCP, SPS goods will be subject to official control checks which are primarily aimed at safeguarding the UK’s bio-security. This rule is already in place for SPS goods arriving from a country outside the EU. Accordingly, ports receiving animals and goods from the EU or from a country outside the EU will need to be designated as a BCP by the competent authority. In Wales, the competent authority is WG.

The purpose of this proposed development is essential to maintain the flow of SPS trade and to allow goods to cross borders with minimum friction. It will provide the necessary infrastructure to enable the flow of trade to and from the EU following the end of the EU transition period.

The SDO sought for will grant planning permission for development consisting of the use of land at Plot 9 of Parc Cybi in Holyhead for a BCP.

## 2 Description of Development

### 2.1 Site Location and Description

The site comprises 6.4 hectares and is located on land to the south west of Parc Cybi at Plot 9 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 Area of Outstanding Natural Beauty (AONB). No other identified environmental features are identified within the site.

There are two Special Protection Areas (SPA), two Special Areas of Conservation (SAC) and two Site of Special Scientific Interest (SSSI) within 2km of the site (as seen on the Statutory Sites plan (BCP21-004-00-00) contained within the Preliminary Ecological Appraisal Report (BCP21-002-05-00)). The nearest heritage assets are a scheduled monument (Trefignath Burial Chamber) located within 100m 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 500m and 650m 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.

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 in the event of port disruption 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.

### 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 identify if there are 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 Environmental Impact Assessment Regulations. The SDO Limitations Spreadsheet (BCP21-006-04-00) 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 plan (BCP21-006-05-00) which gives the flexible consenting envelope spatial expression.

### 2.2.1 Indicative Scheme Design

The proposed scheme would be comprised of the following elements which would be realised within the limits established by the Consenting Envelope (SDO Consenting Envelope plan (BCP21-006-05-00) and SDO Limitations Spreadsheet (BCP21-006-04-00)).

- 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 SDO Consenting Envelope plan:

- 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 within the developable zone of the site.
- The existing landscape bund with trees would be retained and enhanced.
- Additional landscaping buffers would be provided to form a minimum width of 10m of native mixed tree species between the existing bund of trees and the developable area to screen development from West-South-West views of the site. Towards the eastern part of the site the landscape buffer would comprise of two linear elements, one south of the main access road and another section parallel to the existing bund with trees to have a combined total width of 10m minimum.
- 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 (up to 200 movements per 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.

## 3 Planning History

The planning history was accessed in March 2021 and Table 3.1 sets this out in relation to Plot 9 of Parc Cybi only. Appendix A lists the relevant planning history for the areas adjacent to the site.

A review of the relevant planning history has been undertaken using the Isle of Anglesey County Council (IoACC) mapping function.

**Table 3-1 Site Planning History**

Application Ref.	Address	Proposed Development	Decision
19C842A/EIA	Land at Ty Mawr, Holyhead	Outline application for the mixed used development comprising of employment (B1, B2, B8) to include offices, industrial use and hotel together with the construction of a new vehicular access	Permitted 7 March 2005
qA1454565 (Welsh Government reference)	Plot 9, Parc Cybi, Holyhead	Request for a screening direction for the development of Plot 9 for the parking of HGVs, together with related staff welfare cabins, as part of the Holyhead Port post-Brexit arrangements to encourage the efficient flow of highway traffic, and measures for the safe movement of outbound goods.	EIA not required, 14 January 2021

### Summary of planning history on Plot 9 of Parc Cybi

Of direct relevance to the site, there has recently (January 2021) been a screening opinion provided for the temporary development at Plot 9 (Phase 2), Parc Cybi, Holyhead, Anglesey for engineering, drainage and site layout arrangement for the parking of HGVs, together with related staff welfare cabins, as part of the Holyhead Port Post-Brexit arrangements to encourage the efficient flow of highway traffic, and measures for the safe movement of outbound goods.

The response received from WG on 14 January 2021, confirms that the development did not comprise of EIA development and that the development could proceed under The Town and Country Planning (General Permitted Development) Order 1995.

Historic consents on the site relate to an outline application for mixed used development comprising of employment (B1, B2, B8) to include offices, industrial use and hotel together with the construction of a new vehicular access which received permission in March 2005 (ref. 19C842A/EIA).

Further to this, the site is also contained within an area (according to IoACC mapping database) which received a scoping opinion for on-shore associated development and cable landfall in association with the development of the proposed Morlais Tidal Development Zone off the coast of Holyhead in January 2017 (ref. 19C1195/RE/SCO). However, there was no decision publicly available and there appears to be no further applications associated with this on the site.

### Summary of relevant adjacent planning history

North east of the site and west respectively, a discharge of condition application was partially discharged relating to the hybrid planning permission 46C427K/TR/EIA/ECON (ref. DIS/2020/92) in April 2021. This condition relates to the phasing plan, external materials and finishes, landscaping, the preliminary CEMP and CTMP, soil and waste management, archaeological investigation findings, SuDS and other drainage plans/ strategies, protected species licences, the

ecological strategy and method statement, other ecology related methods, and the coastal path, PRow and the cycle route scheme. Compliance with the S106 in relation to the site investigation, laboratory assessment, remediation strategy and risk assessment was also permitted to the east of the site (ref. S106/2020/2) in August 2020.

Directly north of the site across Parc Cybi road, an application was submitted to determine whether prior approval is required for the erection of a 16m telegraph pole, installing two backhaul transmission dishes, installation of a telecommunications cabinet together with ancillary development (ref. D56/2020/3). This has also not been decided yet.

Towards the west at the A5153/ Kingsland Road roundabout, a screening opinion for 30 dwellings was submitted in January 2020 and confirmed that an EIA was not required (ref. SCR/2020/1). There have been no further applications submitted.

To the north west of the site, a full application for the erection of a building to be used as a builders merchant with warehouse and sales floor areas (sui generis use), construction of new vehicular site access, storage yard, loading areas together with soft and hard landscaping areas was approved in June 2019 (ref. SCR/2018/3, FPL/2018/25), with a subsequent discharge of conditions application partially discharged in July 2019 (ref. DIS/2019/73).

Towards the north west, a screening opinion was submitted for the development of and operation of a gas fuelled fast response standby electricity generation plant (7.5MW). It was confirmed in August 2019 that an EIA is not required (ref. SCR/2019/33).

At Roadking, there was a retrospective application for erection of a portacabin to be used as an office (Use Class B1) approved in October 2019 (ref. FPL/2019/208), alongside a 24 hour fuel storage/ dispensary tank and associated drainage including interceptor approved in March 2018 (ref. 19C842G/1/SCR, 19C842F/1). Other historic applications relate to the outline application of the site as a transport hub and ancillary servicing facilities (ref. 19C842P/ECON, 19C842V/ECON/DIS, 19C842W/DIS, 19C842W/DIS, 19C842B/1/DEL, and 19C842C/1/MIN), and a hotel ancillary to the existing truck stop, with associated car parking, alteration to the vehicular access, drainage infrastructure and other associated works in September 2018 (ref. 19C842M/1/ECON), with conditions partially discharged in June 2019 (ref. DIS/2019/4).

South east of Roadking, a full application for the erection of horse stables, associated buildings and stores, installation of horse walker together with the construction of new private access ancillary to the existing truckstop was permitted in January 2019 (ref. 19C842N/1/SCR, 19C842P/1). There was also consent for an extension to Roadking towards the west (ref. 19C842Z/SCR, 19C842Y). Historically, there was also consent for the construction and operation of a logistics depot, including preparatory earthworks, landscaping and associated infrastructure (ref. 19C842Q/ECON), however this does not appear to have been built out.

Other applications relate to Premier Inn (ref. 19C842E/1/TR/ECON, 19C842H/1/DIS, 19C842K/1/DIS, 19C842R/1/MIN, 19C842Q/1/DIS, MAO/2019/1). Historically, there was an application for 3 office units and 4 industrial warehouse units together with infrastructure and parking provision on land relating to Premier Inn and north east of the site (ref. 19C842J/ECON), however this was not built out.

## 4 Relevant Planning Policies

### 4.1 Introduction

The planning system in Wales is plan led with development plans being prepared at national, regional and local scales, with the three tiers together in combination comprising 'the development plan'. 'Future Wales' contributes the national tier of the development plan. The three tiers of the development plan should be aligned and complement each other.

Strategic Development Plans, which have not yet been prepared, are required to be in conformity with 'Future Wales'. Similarly, Local Development Plans must be in conformity with 'Future Wales' and the Strategic Development Plan for that area, when produced.

The content and policies of all three tiers of the development plan are strongly influenced by Planning Policy Wales, which is the complete land use planning policy document for Wales and is therefore the foundation of all national, regional and local planning policies.

This section of the report will provide an overview of the national planning framework through to the policies contained in the local development plan relevant to the proposed development.

### 4.2 National Planning Policy

#### Planning Policy Wales (February 2021)

Planning Policy Wales (PPW) sets out the land use planning policies of the WG and is supplemented by a series of Technical Advice Notes (TAN), WG Circulars, and policy clarification letters. Together these provide the national planning policy framework for Wales.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and provides improvements in the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. It states that:

*'A well functioning planning system is fundamental for sustainable development and achieving sustainable places'*

It defines sustainable development as the following:

*'the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.'*

*Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs'*

The key planning principles to achieving the right development in the right place comprises of the following:

- Growing the economy in a sustainable manner;
- Making best use of resources;
- The facilitation of accessible and healthy environments;
- The creation and sustaining of communities; and
- Maximisation of environmental protection and limiting environment impact.

In relation to new development, it states that development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications. It notes that it is led by the planning authority, working collaboratively with those proposing developments and other stakeholders.

### **Future Wales: The National Plan 2040 (February 2021)**

The Future Wales – the National Plan 2040 is a national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities.

*Future Wales* is a spatial plan, setting a direction for infrastructure and development for the greater good of Wales and its people. It makes clear the importance of planning new infrastructure and development in such a way that they are complementary rather than competing priorities, ensuring opportunities are maximised and multiple benefits are achieved.

More specifically, the plan identifies the importance of ports in Wales as key connection points into wider European networks. Holyhead is identified as the main port for freight and sea passenger transport with Ireland, with Fishguard and Pembroke providing key passenger and freight connections between the south of Wales and southern Ireland.

*Future Wales* recognises that Areas of Outstanding Natural Beauty (AONB) are important designations whose intrinsic value should be protected from inappropriate development.

*Policy 10 – International Connectivity* of Future Wales identifies Holyhead Port as a strategic gateway to facilitate international connectivity. It states that:

*‘The Welsh Government will work with operators, investors and local authorities to support Strategic Gateways and maintain their international connectivity roles. New development around the Strategic Gateways should be carefully managed to ensure their operation is not constrained or compromised.’*

### **4.3 Statutory Development Plan**

This section sets out the statutory development plan policies and whether there are any key designations or allocations that are material considerations to the determination of the proposal.

Development plans often designate or allocate land for specific uses. Understanding whether the site has any allocations or designations in the development plan helps us understand the key constraints to development and to form a strategy for acquiring consent on the site.

The site lies within the jurisdiction of the Isle of Anglesey County Council and the statutory development plan comprises the following:

- The Anglesey and Gwynedd Joint Local Development Plan (LDP) (July 2017)
- Adopted Proposals Map

The site is allocated as a Safeguarded Employment Site under Policy CYF1: Safeguarding, allocating and reserving land and units for employment use.

Policy CYF 1 confirms that the site is within a larger area (known as Parc Cybi) safeguarded for employment/business enterprises. Parc Cybi, as a whole, has a total of 109.2ha designated for B1, B2 and B8 uses. The policy also confirms that the site is within an enterprise zone site and is stated as a ‘Strategic Regional Site (Main)’.

The site also lies within the Anglesey Area of Outstanding Natural Beauty (AONB).

The LDP also sets out policies to guide development. In the Anglesey and Gwynedd Joint Local Development Plan has two types of policies, strategic policies and detailed policies. Table 4-1 Current Adopted Relevant Policies provides a summary of the Local Development Plan policies and site-specific designations that are relevant to this scheme. The full policy text can be found in the relevant Local Plan documents online.

**Table 4-1 Current Adopted Relevant Policies**

Policy Name	Policy Summary
<b>Strategic Policies</b>	
<b>Strategic Policy PS 1:</b> Welsh Language and Culture	<p>The Councils will promote and support the use of the Welsh language in the Plan area. This will be achieved by:</p> <p>Requiring a Welsh Language Statement, which will protect, promote and enhance the Welsh language, where the proposed development falls within one of the following categories:</p> <ul style="list-style-type: none"> <li>– Retail, industrial or commercial development employing more than 50 employees and/or with an area of 1,000 sq. m. or more</li> </ul> <p>Requiring a bilingual Signage Scheme to deal with all operational signage in the public domain that are proposed in a planning application by public bodies and by commercial and business companies.</p>
<b>Strategic Policy PS 2:</b> Infrastructure and Developer Contributions	<p>The Councils will expect new development to ensure sufficient provision of essential infrastructure (either on-site or to service the site) is either already available or provided in a timely manner to make the proposal acceptable, by means of a planning condition or obligation. Subject to meeting the statutory tests, maintenance payments may be required pursuant to section 106 agreements in order to meet the initial costs of running services and facilities and to compensate communities for loss or damage caused by development.</p> <p>Where the essential, enabling and necessary infrastructure is required as a consequence of a scheme and cannot be provided on site, financial contributions will be requested, within limits allowed by legislation, to get essential investment off site. If the effect of the development is cumulative, the financial contributions may be accumulated, within legislative constraints, in order to alleviate the cumulative effect.</p>
<b>Strategic Policy PS 4:</b> Sustainable Transport, Development and Accessibility	<p>Development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car.</p>
<b>Strategic Policy PS 5:</b> Sustainable Development	<p>Development will be supported where it is demonstrated that they are consistent with the principles of sustainable development. This includes:</p> <ul style="list-style-type: none"> <li>– Give priority to effective use of land and infrastructure, prioritizing wherever possible the reuse of previously developed land and buildings within the development boundaries of Sub Regional Centre, Urban and Local Service Centres, Villages or in the most appropriate places outside them.</li> <li>– Preserve and enhance the quality of the built and historic environment assets (including their setting), improving the understanding, appreciation of their social and economic contribution and sustainable use of them.</li> <li>– Protect and improve the quality of the natural environment, its landscapes and biodiversity assets, including understanding and appreciating them for the social and economic contribution they make.</li> </ul> <p>Promote a varied and responsive local economy that encourages investment and that will support Centres, Villages and rural areas.</p>
<b>Strategic Policy PS 6:</b> Alleviating and Adapting to the Effects of Climate Change	<p>In order to alleviate the effects of climate change, proposals will only be permitted where it is demonstrated that they have fully taken account of and responded to the following:</p> <ul style="list-style-type: none"> <li>– Be able to withstand the effects of climate change as much as possible because of its high standards of sustainable design, location, layout and sustainable building methods.</li> </ul>

- Ensuring that the ability of landscapes, environments and species to adapt to the harmful effects of climate change is not affected, and that compensatory environments are provided if necessary.

Aim for the highest possible standard in terms of water efficiency and implement other measures to withstand drought, maintain the flow of water and maintain or improve the quality of water, including using sustainable drainage systems.

**Strategic Policy PS 13:** Providing Opportunity for a Flourishing Economy

Whilst seeking to protect and enhance the natural and built environment, the Councils will facilitate economic growth in accordance with the spatial strategy of the Plan by:

- Safeguarding 642.9ha of current land and units for employment and business (B1, B2, B8 and some sui generis uses).
- Allocate 55.1ha of land for employment and business purposes that would require or benefit from business or industrial park type locations in relation to B1, B2, B8 and some sui generis uses during the Plan period within sites which have been included in the employment land hierarchy and allocated on the proposals map.

Facilitate appropriate sites which become available on windfall sites which could satisfy any additional needs to those indicated in criterion 1 and in accordance with the principles given in Strategic Policy PS 5 and Strategic Policy PS 6 and the Plan's Spatial Strategy, in order to ensure that economic opportunities are maximised.

**Strategic Policy PS 19:** Conserving and where appropriate Enhancing the Natural Environment

The Councils will manage development so as to conserve and where appropriate enhance the Plan area's distinctive natural environment, countryside and coastline, and proposals that have a significant adverse effect on them will be refused unless the need for and benefits of the development in that location clearly outweighs the value of the site or area and national policy protection for that site and area in question.

**Detailed Policies**

**Policy ISA 1:** Infrastructure Provision

Proposals will only be granted where adequate infrastructure capacity exists or where it is delivered in a timely manner. Where proposals generate a directly related need for new or improved infrastructure and this is not provided by a service or infrastructure company, this must be funded by the proposal. A financial contribution may be sought to secure improvements in infrastructure, facilities, services and related works, where they are necessary to make proposals acceptable.

**Policy TRA 1:** Transport Network Developments

In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, provided they conform to relevant policies in the Plan the following proposals will be granted:

- Strategically located facilities within or adjacent to Centres for overnight lorry parking and freight transfer

**Policy TRA 4:** Managing Transport Impacts

Where appropriate, proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users. Proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused. The degree of unacceptable harm will be determined by the local authority on a case by case basis.

**Policy PCYFF 1:** Development Boundaries

The Plan identifies Development Boundaries for the Sub-regional Centre, Urban Service Centres, Local Service Centres, Service Villages and Local / Rural / Coastal Villages. Proposals within Development Boundaries will be approved in accordance with the other policies and proposals of this Plan, national planning policies and other material planning considerations.

**Policy PCYFF 2:** Development Criteria

A proposal should demonstrate its compliance with:

- Relevant policies in the Plan;
- National planning policy and guidance.

Additionally, planning permission will be refused where the proposed development would have an unacceptable adverse impact on:

- The health, safety or amenity of occupiers of local residences, other land and property uses or characteristics of the locality due to increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution, or other forms of pollution or nuisance.

- Land allocated for other development/ uses.

<b>Policy PCYFF 3:</b> Design and Place Shaping	All proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Innovative and energy efficient design will be particularly encouraged.
<b>Policy PCYFF 4:</b> Design and Landscaping	All proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused.
<b>Policy PCYFF 6:</b> Water Conservation	Proposals should incorporate water conservation measures where practicable, including Sustainable Urban Drainage Systems (SUDS). All proposals should implement flood minimisation or mitigation measures where possible, to reduce surface water run-off and minimise its contribution to flood risk elsewhere.
<b>Policy CYF 1:</b> Safeguarding, Allocating and Reserving Land and Units for Employment Use	Land and units on existing employment sites listed below are safeguarded for employment/business enterprises and are shown on the Proposals Map. Proposals for waste management facilities on the sites identified in Policy GWA 1 will be supported. <ul style="list-style-type: none"> <li>– Parc Cybi, Holyhead (Primary Site)</li> </ul>
<b>Policy CYF 8:</b> Holyhead Regeneration Area	Within the Holyhead Regeneration Area development proposals which will aid transformational change by encouraging Holyhead to become a more attractive location to live, work, visit and enjoy will be supported as long as they are well planned and have a realistic prospect of being implemented. The aim of any future development should be to: <ul style="list-style-type: none"> <li>– Support Holyhead's role as a tourism centre and as a gateway to Wales and the rest of the United Kingdom.</li> <li>– Improve connections within the town and with the Port in line with Strategic Policy PS4.</li> </ul>
<b>Policy AMG 1:</b> Area of Outstanding Natural Beauty Management Plans	Proposals within or affecting the setting and/ or significant views into and out of the Areas of Outstanding Natural Beauty must, where appropriate, have regard to the relevant Area of Outstanding Natural Beauty Management Plan.
<b>Policy AMG 3:</b> Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character	Proposals that would have significant adverse impact upon landscape character as defined by the Landscape Character, must demonstrate through a landscape assessment how landscape character has influenced the design, scale, nature and site selection of the development.
<b>Policy AMG 5:</b> Local Biodiversity Conservation	Proposals must protect and, where appropriate, enhance biodiversity that has been identified as being important to the local area by: <ul style="list-style-type: none"> <li>– Avoiding significant harmful impacts through the sensitive location of development.</li> <li>– Considering opportunities to create, improve and manage wildlife habitats and natural landscape including wildlife corridors, stepping stones, trees, hedges, woodlands and watercourses.</li> </ul>
<b>Policy AMG 6:</b> Protecting Sites of Regional or Local Significance	Proposals that are likely to cause direct or indirect significant harm to Local Nature Reserves (LNR), Wildlife Sites (WS) or regionally important geological / geomorphologic sites (RIGS) will be refused, unless it can be proven that there is an overriding social, environmental and/or economic need for the development, and that there is no other suitable site that would avoid having a detrimental impact on sites of local nature conservation value or local geological importance.
<b>Policy PS 20:</b> Preserving and where appropriate Enhancing Heritage Assets	In seeking to support the wider economic and social needs of the Plan area, the Local Planning Authorities will preserve and where appropriate, enhance its unique heritage assets.

## 5 Planning Considerations

This chapter provides an analysis of the key planning issues including the site selection process, suitability and availability of the land and weight to be applied to the relevant development plan policies.

### 5.1 Site Selection Process

The site selection process provided the evidence base for individual site proposals that require emergency planning powers under the SDO arrangements available to the Welsh Government.

A high-level site requirements exercise framed the initial site search. Following this a greater understanding of facility requirements indicates that the BCP site must be at least 6.26ha in order to facilitate the infrastructure required for a site to serve a single port and be in compliance with Article 54 of (EU) 2017/625. Through engagement with the Port of Holyhead, it was understood that these activities could not be facilitated within the boundary of the port itself. The final site size would need to accommodate sufficient environmental mitigation, thereby resulting in the final site area that exceeds the minimum requirements.

The pre-planning site selection process focused on sites where development could be sufficiently mitigated thereby not triggering significant environmental effects (avoiding the requirement for an Environmental Impact Assessment (EIA)) and selecting sites of a suitable land use allocation within planning policy, such as transport infrastructure or employment.

In summary, Plot 9 of Parc Cybi was identified as the most preferred option to be brought forward as a BCP. On balance it was considered that subject to detailed design and precise site sizing requirements, the site could meet the broad requirements of WG.

The site is of sufficient size and topography to be brought forward for use as a BCP and is deliverable, does not possess any significant environmental challenges and is within the ownership of WG.

### 5.2 Planning Analysis

The purpose of the proposed development is to maintain the flow of SPS trade between the UK and the EU and to allow SPS goods to cross borders with minimum friction. The works will provide such a facility and allow for SPS border checks to take place to serve Holyhead Port.

#### 5.2.1 Principle of Development

This section seeks to demonstrate that the principle of the proposed development is in keeping with the aspirations of the area as set out in the LDP.

Part of the site has already been developed to facilitate an emergency HGV stacking facility delivered using a temporary permission in December 2020 under permitted development rights by WG within The Town and Country Planning (General Permitted Development) Order 1995. The site has existing infrastructure well suited to the proposed use for a BCP, and since the need for the site as a stacking facility has now ceased, the site is available for use as a BCP.

The site sits within Parc Cybi which is subject to an outline masterplan for a business park (19C842A/EIA) approved in 2004. The 2004 Masterplan provides context for the long-term ambitions for the Business Park, and had identified Plot 9 as a potential location for in excess of 350 car parking spaces. No applications in line with this masterplan have been made for Plot 9, although the proposed BCP does accord with the parameters of this approved masterplan.

The SDO being sought at Plot 9 is on a permanent basis and particular to the BCP development. However, should a BCP no longer be required to serve the Port of Holyhead, any subsequent development of the site, including reuse of BCP facilities, would require a separate application to be submitted to the Isle of Anglesey County Council under the Town and Country Planning Act 1990.

The consented masterplan for a business park, the current use of the site and the proposed use of the site as a BCP accords with Parc Cybi's planning policy allocation. The site is referred to as land safeguarded for employment and business enterprises under *Policy CYF 1: Safeguarding, Allocating and Reserving Land and Units for Employment Use* of the adopted Anglesey and Gwynedd Joint Local Development Plan. Parc Cybi is specifically referenced as a 'Primary Site' on Anglesey with a total area of 109.2 hectares for B1, B2 and B8 use.

The site also lies within an AONB and therefore must comply with *Policy PS 19 Conserving and Where Appropriate Enhancing the Natural Environment* whereby proposals must have appropriate regard to relevant statutory landscape designations. The assessment of the proposed BCP at Parc Cybi has been undertaken in accordance with the site's location within this designation to establish the significance of any effects. Impacts in this regard are further addressed in section 6.4 Landscape and Visual.

Turning to other impacts, it is not anticipated that the proposed use of the site as a BCP would have a detrimental impact on the highway network. The site is situated off the Parc Cybi spine road, with access planned from the unnamed site access road within the Business Park. No additional upgrades or improvements are proposed with regards to the main access of the site from Parc Cybi and the wider strategic highway network. As part of development of the site, the existing road stub up to the roundabout splitter island will be unadopted by IoACC Highways and brought into the control of the site operator through a 'stopping up' process in the form of a s247 planning order.

The proposed site has good access to the strategic road network to serve the Port of Holyhead and is easily accessed from the port via Junction 2 of the A55 North Wales Expressway along the A5153 and southwards on Parc Cybi. The A55 North Wales Expressway then links Holyhead to the rest of mainland Wales from Anglesey.

The site is not expected to receive significant volumes of traffic. It is anticipated, on average, around 25-30 HGVs will be expected at the site throughout every 24-hour period. Due to the low volume of traffic to and from the BCP, no significant adverse effects are anticipated on drivers and non-motorised users in and around Holyhead. Further detailed analysis with regards to traffic impacts is provided in Section 6 of this report and the Transport Statement (BCP21-005-00-00).

Turning to environmental impacts, due to the existing use and previous landscaping of part of the site to serve as a temporary HGV stacking facility (predominantly hardstanding and a balancing pond), ecological and archaeological interests have already been investigated with little or no wider impact as a result of this use. It is anticipated any further environmental impacts arising from the construction and operation of the site will be limited, although it is proposed to provide an improvement to the current situation. Further detail with regards to environmental impact and betterment is provided in Section 6 of this report and the Environment Report (BCP21-002-00-00).

Operation of the site will make use of purpose-built access roads and will lead to employment opportunities for the local community. Therefore, it should be considered that the principle of the scheme is not in conflict with either the 2004 Masterplan or the designation as land for employment use. The scheme does not conflict with LDP policies PCYFF 1: Development Boundaries, or PCYFF 2: Development Criteria. As the scheme is considered to be in accordance

with the local development plan and with the Future Generations Act 2015 in that it supports the sustainable development of the area.

### 5.2.2 Economic Benefits

As noted in section 1.4 of this Report, a BCP is required to serve the Port of Holyhead to maintain the flow of SPS trade between the UK and Europe, allowing goods to cross borders with minimum friction. New regulations and trading rules require ports such as Holyhead to have the capabilities to undertake certain checks on incoming goods. Without these facilities, the Port of Holyhead would not be able to accept SPS goods coming from the EU. It can therefore be considered that the construction of a BCP facility to support the port is vital to the continued viability of port operations and international trade flows. Policy 10 – International Connectivity of Future Wales identifies the Port of Holyhead as a strategic gateway to facilitate international connectivity, committing to managing strategic gateways such as Holyhead to ensure their operation is not constrained or compromised. Therefore, the development of a BCP is in compliance with and delivering national planning policy objectives.

Substantial employment opportunities would be generated, including highly skilled jobs such as APHA staff responsible for operating the checks on incoming live animals and produce, security, traffic management and inspection and site management personnel, thus providing a beneficial effect to the local community. There will be approximately 60 employees per shift with three shifts over each 24-hour period. An employment strategy, for all aspects of employment on the site, will be completed and this will take full account of either the National TOMs for Wales (the National Social Value Measurement Framework) or the Community Benefits Measurement Tool as part of the Wales Procurement Policy Statement 2015 (WPPS), thereby ensuring that local employment will be used as far as is possible to the benefit of the local community.

In addition, the Welsh Government will be considering the North Wales Construction Partnership Framework as its preferred construction procurement route. This is compliant with Welsh Government procurement policies which includes provision for demonstrating community benefits through local supply chains and employment. The procurement process will require suppliers to demonstrate that they are providing a strategy that will maximise benefits to the Welsh economy, including how the contractor intends to provide apprenticeships and training, and local spend. Once appointed, suppliers will be monitored against framework key performance indicators and must adhere to the procurement policies, with the contract expected to report progress against the agreed community benefit targets at the Project Managers meeting.

Overall the operation of the site will provide new full time employment to the area in a range of roles, and therefore the principal of the scheme is supported by LDP policy PS 13, Providing Opportunity for a Flourishing Economy.

### 5.2.3 Stakeholder Engagement

The Consultation Engagement Report (BCP21-006-06-00) demonstrates that meaningful engagement activities have been undertaken in accordance with the Gunning Principles. This can be demonstrated by early engagement with the full range of stakeholders and the adoption of a flexible design approach. Early engagement in the design and planning process has allowed the scheme to accommodate changes as a result of responses received. Furthermore, engagement with stakeholders is proposed to continue throughout the construction period.

The process has been effective in publicising the proposals, addressing technical and planning issues raised by stakeholders and communicating the potential wider economic benefits.

The main engagement points included:

- Public awareness of the community consultation including the publication of a website, in both English and Welsh, explaining the scheme and detailing how to get involved.
- Public consultation period with the aim of receiving views to inform proposals at the very earliest point in scheme development
- Early technical stakeholder engagement with the aim of ensuring technical stakeholders were informed of the scheme prior to the commencement of the formal engagement window, allowing sufficient time to understand the background.

Formal technical stakeholder consultation engagement which provided critical feedback on early design proposals, and ensured mitigation of significant effects could be embedded in the consenting envelope and proposed SDO limitations. The engagement and consultation process regarding the proposals has at all times been guided by the Gunning Principles relating to public engagement. The Consultation Engagement Report (BCP21-006-06-00) details all engagement undertaken and highlights how feedback from stakeholders has been incorporated in this proposal.

### 5.3 Conclusion

The purpose of this proposed development is essential to maintain the flow of SPS trade once the EU Exit transition period has ended, and to allow SPS goods to cross borders with minimum friction. The BCP will provide such a facility and allow for essential border processes and traffic management to take place.

Plot 9 of Parc Cybi was chosen due to its location and ease of access to and from the Port of Holyhead and ease of access to the A55 North Wales Expressway. A sequential approach was taken to the site sifting process where Plot 9 was chosen as the preferred option within Holyhead to serve the port.

Impacts have been assessed in accordance with the site's location within an AONB. Given the scale of the AONB which covers the coastal area of the Isle of Anglesey, up to approximately 2kms inland at certain locations, the BCP is not considered to compromise this designation. The Environment Report has assessed the BCP development in this regard and concludes that the development is acceptable subject to the SDO limitations specified.

The site is also defined as land safeguarded for employment and business enterprises in the adopted development plan and the site does not conflict with any previous uses or extant planning permissions. The permanent use of the site as a BCP will not impeded on any future development of the site should a BCP facility no longer be required.

The site is currently partly landscaped and developed for a temporary HGV stacking facility which is considered comparable to the principle of the proposed use of the site to facilitate HGV movements.

Therefore, it is considered the site adheres to the principals of the Future Generations Act 2015 in that it provides sustainable growth, and is supported by local and national planning policy.

## 6 Material Considerations

This chapter summarises the findings of the supporting assessments provided as part of this evidence base, highlighting where assessment results have influenced proposed SDO limitations, and how the proposed Consenting Envelope adheres to relevant policies.

### 6.1 Highways and Access

A Transport Statement (BCP21-005-00-00) has been produced in support of the BCP and proposed use of an SDO, the summary of its findings is provided below.

By providing additional capacity for the Port of Holyhead, the Parc Cybi BCP is essential to facilitate the flow of SPS imports. The number of HGVs that can be stationed at the BCP at any one time would be up to 40. On average, around 25-30 HGVs would be expected at the site during any 24-hour period.

With regards to access, the site is located close to the strategic road network and the Port of Holyhead itself and is directly accessible via the A5153 from Junction 2 of the A55 North Wales Expressway. In the event of closures of the A55, the site would be accessed via the A5 and traffic to and from the site would utilise the existing access point.

Plot 9 and Parc Cybi as a whole is already an established HGV route for vehicles accessing the temporary HGV stacking facility and the Roadking Truckstop site, therefore the infrastructure already exists to support the proposed development, and the proposal is in keeping with LDP policy ISA 1 Infrastructure Provision.

To ensure Parc Cybi is used as the sole HGV route to and from the A55 North Wales Expressway, there will be prominent road signage that directs HGV drivers to the BCP from the Port of Holyhead. There will also be signs outside the site entrance to advise hauliers about the use of site facilities. Enforcement is proposed through the SDO Limitations Spreadsheet (BCP21-006-04-00).

There will be one point of entry and exit to the site when in operation, via the Parc Cybi Spine road, as proposed in limitation O.6 Traffic Management. HGVs will be separated by the site design, whereby incoming HGVs would be directed to dedicated holding lanes and HGVs leaving the site would be directed out via the site exit point. Staff will access and leave the site via the existing route however would be directed to a dedicated staff car park.

Measures will be implemented to discourage drivers from exiting the site and using the highway to the south towards Trearddur Bay Country Park. A signage and traffic management strategy will be developed prior to the scheme operating.

In line with LDP Policy TRA 1 an assessment of traffic impacts as a result of the development has been provided in the Transport Statement, which demonstrates there will not be a severe impact on the highway network in terms of congestion or safety.

A Staff Travel Plan (BCP21-005-01-00), appended to the Transport Statement (BCP21-005-00-00) will be implemented upon the commencement of the site operation, which will aim to promote the use of sustainable travel modes to comply with national policy and wider LDP policy objectives (TRA 4, PS4). Cycle parking is being provided on-site and as such the proposed development is considered to comply with the wider sustainable policy objectives outlined above; reinforced by the site's design specification adhering to BREEAM 'excellent' building standards.

In conclusion, transport and highway impacts are to be controlled through the creation of a Staff Travel Plan, a signage strategy and adherence to the SDO limitations, and therefore do not present any significant effects.

## 6.2 Air Quality

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

The assessment notes that air pollutants (nitrogen dioxide and particulate matter) are well below the applicable air quality standards.

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. The operation of the BCP has the potential to increase traffic flows on the on and off slips from the A55, the A5153 and Parc Cybi. In addition, staff trips would also be associated with the operation of the site.

Air quality assessment of the construction phase of the scheme has considered the impacts of traffic, plant and dust. It was concluded due to the timeframe of the construction period (8 months), the low number of HGVs and the use of best practice measures, there would be no significant effects on air quality during this phase.

During operation, a worst-case scenario has been assessed, assuming that;

- The proposed size of the site (up to 40 HGV spaces) and considering it is estimated on average 82<sup>1</sup> two-way movements<sup>2</sup> expected per day; and,
- Up to 62 employees<sup>3</sup> 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.

The assessment found that changes in traffic flows caused by the scheme would not lead to any significant air quality affects. It was also noted that the site would have a strict no idling policy to reduce emissions from HGVs whilst they are located there, a measure which is proposed to be controlled via limit O.8 Operation of site – ‘no idling’, proposed in the SDO Limitations Spreadsheet (BCP21-006-04-00).

## 6.3 Cultural Heritage

The cultural heritage impacts of the scheme have been assessed and presented in the Heritage Impact Assessment (BCP21-002-03-00). The baseline of the assessment and subsequent appraisal processes has been established through engagement with Cadw and Gwynedd Archaeological Planning Service (GAPS), a site visit by Mott MacDonald’s heritage specialists and through desktop review. A study area of 1.5km has been used for designated heritage assets, and 500m for non-designated heritage assets.

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.

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<sup>1</sup> 82 two-way movements consisting of mainly HGVs but also conservatively includes LDVs likely to be vans/cars with horseboxes

<sup>2</sup> 41 one-way movements is equal to 82 two-way movements

<sup>3</sup> 62 employees per shift has been used for the air quality assessment, in order to allow for a worst case scenario.

Prior to this assessment, archaeology within the Developable Area had been cleared through a series of investigations, as set out in Section 3.3 of Appendix C of the Environmental Report. There is no archaeological potential within the Developable Area.

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. However, this would not amount to a significant effect, largely due to existing development within its setting and proposed mitigation measures during construction to reduce impacts. These measures include restrictions on the use of the north-east corner (controlled through the SDO Limits B.2 and B.3) which is most visible from the burial chamber.

The operation of the scheme has the potential to impact heritage assets as a result of change within their settings. A number of SDO limits have therefore been proposed to mitigate these impacts, including;

- B1 – Maximum building heights to reduce the impact of the setting of Trefignath Burial Chamber
- B2 – Avoidance of rocky outcrop, to reduce the impact of changes to the setting of heritage assets
- B3 – Developable area, to reduce the impact on the setting of the Trefignath Burial Chamber
- B4 – Fencing/Boundary Treatments to ensure fencing design does not negate other mitigation proposed to reduce the impact on the setting of the Trefignath Burial Chamber
- B.6 Formulation of access/egress, to ensure any access points other than the established entrance does not impact the setting of the Trefignath Burial Chamber
- O.9 Emergency Access, to reduce the introduction of new hardstanding to areas within the setting of heritage assets.

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. It also considered 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 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.

A significant effect is not predicted for either the Trefignath Burial Chamber, Ty Mawr Standing Stone or Trearddur Chambered Tomb due the design mitigation proposed within the SDO limitations noted above. 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. It should therefore be considered that all reasonable measures have been incorporated to ensure compliance with LDP policies PCYFF 3: Design and Place Shaping and PS 20: Preserving and where appropriate Enhancing Heritage Assets.

## 6.4 Landscape and Visual

A Landscape and Visual appraisal (BCP21-002-04-00) has been undertaken. This section will summarise the results of the assessment, highlighting where mitigation has been embedded into the design and proposed in the SDO Limitations Spreadsheet (BCP21-006-04-00)

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 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. The site also lies within National Landscape Character Area (NLCA) 1 Anglesey Coast and Landscape Character Area 25<sup>4</sup> (LCA) 2 that covers the majority of Holy Island.

A number of proposed SDO limits have been drafted to mitigate the impacts of the development, and these have been taken in to consideration when assessing whether there would be any adverse significant effects on landscape and visual impacts, these include;

- B1 – Maximum building height, to minimise visual impacts,
- B2 – Avoidance of rocky outcrop, to provide screening of the site
- B3 – Developable area, to reduce the visual impact of increased amounts of hardstanding in the AONB and provide screening of the development.
- B4 – Fencing/Boundary Treatments to ensure fencing design is in keeping with the local area
- B5 Built Form Finishes, to help reduce any adverse visual effects of the proposed development on the AONB and landscape character of the are
- B.7 – Lighting, to reduce the impact of light spill in the surrounding area
- B8 – Landscaping, to help screen the development from nearby properties
- O.7 Long term maintenance of the site, to ensure landscaping and screening is maintained
- O.9 Emergency Access, to reduce the introduction of new hardstanding to areas within the AONB.

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.

Considering the current use of the site, 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.

The scheme would introduce several buildings of varying heights, areas of hardstanding for HGVs and car parking, 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.

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 wider Parc Cybi industrial estate that was first developed in 2008 and the former Anglesey Aluminium works further east, 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. 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 considered likely to have a significant adverse effect on the wider AONB, which covers an extensive coastal area of the Isle of Anglesey. 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. It should therefore be considered that the proposal is in keeping with Policy AMG1: Area of Outstanding Natural Beauty Management Plans.

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<sup>4</sup> Anglesey Landscape Strategy - Update 2011

Design and mitigation measures have been embedded into the scheme design. These include a minimum of 10m landscape buffer of 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 build form finishes aligned with the results of the Environmental Colour Assessment and lighting design optimised to ensure minimal light spill through directional and hooded units, and restrictions on lux levels outside of the Developable Area. Therefore, all reasonable steps have been taken to ensure any development that arises from the SDO is in keeping with LDP Policies AMG 3: Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character, PCYFF 3: Design and Place Shaping and Policy PCYFF 4: Design and Landscaping.

## 6.5 Geology and Soils

The impact of the proposed scheme would be negligible, no geological resources would be affected, and soil would be reused. However, 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. Existing soil resources would be stripped from the site and reused on site, in accordance with Defra Guidance. 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 aggregate.

The overall significance of the construction of the proposed scheme on geology and soils is not considered to be significant.

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. SDO Limitation O.5: Waste Management sets out these prevention measures, such as the use of interceptors. It not anticipated that there would be a significant effect on geology and soils due to the operation of the scheme.

## 6.6 Biodiversity

This section provides a summary; the full baseline information and appraisal of impacts is available in the Preliminary Ecological Appraisal Report (PEAR) (BCP21-002-05-00). A desk study was undertaken, to determine the presence of designated nature conservation sites and protected or notable species within the zone of influence. 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).

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, and are included in this pack (BCP21-001-00-00). The 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.

Much of the site has previously been developed under the Welsh Governments permitted development rights allowing the development of the stacking facility, therefore minimal habitat remains on the site. 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).

A number of limits have been proposed as part of the SDO Limitations, which have been taken into consideration in the assessment of significant effects, such limitations include;

- B.2 Avoidance of Rock outcrop, to ensure there is no development within this area, which contains rare botanical species and is considered of high ecological value
- B.3 Developable Area, to ensure existing habitat is retained where possible and restrict amount of hardstanding
- B.7 Lighting, to reduce the impact of lighting on ecology
- B.8 Landscaping, to provide biodiversity benefits of woodland edge habitat
- B.9 Biodiversity, to ensure suitable method statements are in place throughout construction

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. This will be controlled through the SDO limitations proposed and will be included in the Construction Environmental Management Plan for the proposal. 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 to avoid potential risk to reptiles, as agreed with the Ecology Officer at IACC. The impact of the scheme upon biodiversity during construction is not considered to be significant.

Although much of the site within the Developable Area has already been cleared of ecological habitat, 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 area, scrub, wildlife focused SuDS and wildflower planting. The proposed SDO limit B.8 seeks to ensure a minimum of 10m landscape buffer is provided to minimise the effects on any removed woodland, and sensitive lighting design reduce impacts of artificial lighting upon mammal foraging/commuting corridors. These enhancements are considered compliant with LDP Strategic Policy PS 19: Conserving and where appropriate Enhancing the Natural Environment and LDP Policies AMG 5: Local Biodiversity Conservation and AGM 6: Protecting Sites of Regional or Local Significance.

## 6.7 Material Assets and Waste

The study area for this discipline has been focussed on the area within the construction footprint (or scheme boundary) in addition to 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 areas.

It is considered that any potential adverse effects on material assets and waste, due to the depletion of natural resources are mitigated by the fact that only a small amount of material resources will be required and measures would be implemented to deal with any waste produced.

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. Appropriate waste mitigation has been proposed as part of the SDO limit O.5, which sets out the necessary requirements to ensure there are no significant effects. These limitations will be embedded into

any CEMP and Operational Management Plan. It can therefore be considered that waste will be managed appropriately on site and not impact on the surrounding area.

## 6.8 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 (BCP21-002-06-00).

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, as agreed with Anglesey County Council.

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.

The baseline environment is dominated by passing traffic on the A55, A5153 and B4545 as well as lorry movements to and from the adjacent Road King Truckstop.

A number of mitigation measures are proposed to minimise the impact of noise and vibration during the construction phase and are set out in the proposed SDO Limitations Spreadsheet (BCP21-006-04-00), which include the setting of construction hours, and 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.

It has been concluded that impacts of road traffic noise 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.

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.

The significance of any noise impacts arising due to site activities including vehicle movements, refrigerated vehicle charging and fixed plant sources has also been assessed. Vibration impacts are expected to be negligible due to the distance between the site boundary and the nearest residential receptors. A noise model for the site has been constructed. 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 (BCP21-002-06-00)). The overall findings of the model and subsequent assessment found that whilst there was an initial estimate of potentially significant adverse effects at some receptors, in context, the specific (scheme noise) noise level is lower than the existing ambient noise level and so the predicted noise change brought about by the scheme is very small.

The assessment of the scheme has been made with a number of mitigation measures in place, which have been written in to the proposed SDO limits. These include the provision of a noise barrier along the access road to screen the swim lanes from residential receptors (O.4) and site management controls such as a no idling for more than 5 minutes policy (O.8). It is therefore considered that there will be no significant adverse impacts on noise and vibration as a result of the construction or operation of the scheme, and therefore it is also in line with LDP Policy PCYFF 2: Development Criteria, in that there will be no adverse impact on residential amenity.

## 6.9 Population and Human Health

The assessment of population and human health included within the Environment Report (BCP21-002-00-00) 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.

No road or PRow closures would be required during construction, and traffic management would not be required. 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. No adverse impacts are predicted on the WCH network or nearby businesses during 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, and Policy PCYFF 2: Development Criteria is further complied with.

## 6.10 Road Drainage and the Water Environment

Section 3.10 of the Environment Report (BCP21-002-00-00) has considered the potential impacts upon road drainage and the water environment. The study area for this discipline is 500m from the site boundary.

There are no Water Framework Directive (WFD) surface waterbodies within the study area.

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.

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. A SuDS Approving Body (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 SDO Limitations Spreadsheet (BCP21-006-04-00) and within a CEMP.

Considering the scope of the construction works and with best practice measures in agreement it is not considered that there would be any significant effects on the water environment during construction.

Flood risk has been considered as part of the drainage strategy 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. The scheme's final drainage design will be approved by the appropriate SAB prior to operation of the site.

There is potential for adverse effects to the water environment through routine run-off from vehicles using the site, animal and chemical waste and from accidental spillages from HGVs via existing pollution pathways. However, risks to the water environment would be minimised during operation of the site through the implementation of appropriate pollution prevention measures set out in the SDO limit - O.5 Waste Management. This limitation ensure that appropriate pollution prevention measures will be in place to ensure the site does not impact on the environment. It is therefore considered that the scheme will not give rise to significant adverse effects on road drainage and the water environment.

## 6.11 Climate

The Scheme has been assessed against two key aspects of climate, the impacts of the scheme upon climate due to greenhouse emissions and the resilience of the scheme and assets to cope with the projected climate change.

A Building Research Establishment Environmental Assessment Method (BREEAM) assessment would be completed for the scheme and is aiming to achieve an 'Excellent' rating.

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. Considering the size and scale of the works with comparisons to similar projects, the GHG emissions associated with the construction and operation of the scheme would likely be minimal compared to the UK or Wales Carbon Budget. Therefore it is unlikely the emissions would result in a significant effect.

The assessment regarding the resilience of the scheme to climate change compares the existing conditions to the projected climate change based on the UK Climate Projections 18 (UKCP18)<sup>5</sup> data. Overall, projected climate change for Wales will mean hotter drier summers and warmer wetter winters.

The design has been reviewed considering these projected changes and a risk assessment of the potential impacts has been completed. 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. Overall, considering this embedded mitigation, it is unlikely there would be any significant effects on the resilience of the scheme to climate change, and therefore it should be considered that the scheme complies with LDP Policy PS 5: Sustainable Development, and is in keeping with the aims of the Future Generations Act.

## 6.12 Cumulative Effects

An assessment of cumulative effects has been presented in section 3.12 of the Environment Report (BCP21-002-00-00). The assessment considers a Zone of Influence (ZOI) of 4km, which draws upon the study areas identified for each environmental discipline. 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.

The Environment Report takes into account cumulative effects. No cumulative effects are expected during construction due to the anticipated construction time frame (Spring 2022). 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 2005, both Relevant Developments, identified within 5km of the site, have already considered the cumulative effects of the site usage, concluding negligible and not significant cumulative effects. Furthermore, a precautionary approach has been applied to the 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 identified Relevant Developments not be significant.

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<sup>5</sup> 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>

## 6.13 Conclusion

The assessments that have been undertaken in support of the evidence base for the proposed SDO have concluded that there would not be any likely significant environmental effects as a result of the scheme. This is due to design and mitigation measures that have been embedded into the scheme design, presented in the Consenting Envelope (consisting of the Consenting Envelope plan (BCP21-006-05-00) and the SDO Limitations Spreadsheet (BCP21-006-04-00)), thereby reducing environmental effects to non-significant levels. It should therefore be considered that there are no material considerations that should prevent the drafting and subsequent approval of the SDO.

## 7 Conclusion

This report promotes the use of Plot 9 Parc Cybi as a Border Control Post (BCP) consented under a SDO to be laid by the Welsh Ministers. The permanent (BCP) at Plot 9 of Parc Cybi to serve the Port of Holyhead will include the erection of a number of buildings (inspection facilities for plant produce, small animals, large animals, horses and office buildings), new fencing, lighting columns, drainage and associated landscaping. The full details of these works are set out in this report, along with details of the drawings that are being submitted in the Red Line Boundary plan (BCP21-006-03-00) and the Consenting Envelope plan (BCP21-006-05-00).

Following the site sifting process and detailed design and assessment, Plot 9 of Parc Cybi is considered to be appropriate for a permanent BCP and is essential to maintain the flow of trade and to allow goods to cross borders with minimum friction to and from Holyhead Port.

As demonstrated in this report, the proposed use of the site as a BCP would have no significant impact on known surrounding developments and complies with national and local planning policy subject to a number of limits that will be set out in the SDO and listed in the accompanying SDO Limitations Spreadsheet (BCP21-006-04-00).

The assessment of the potential likely significant effects has concluded that no significant environmental effects are anticipated to occur during the construction and operation of the proposed development, and therefore no further assessment relating to these stages is required.

It is therefore concluded that this Planning Report and associated documents form a comprehensive evidence pack that demonstrates the need for the use of an SDO as a consenting instrument, the need for the development in respect of compliance with customs regulations and a thorough assessment of the development's impact.

## A. Summary of Adjacent Planning History

Application Ref.	Address	Proposed Development	Decision
DIS/2020/92	Parc Arfordirol Penrhos \ Penrhos Coastal Park, Cae Glas a Kingsland, Caergybi \ Holyhead	Application to discharge conditions (05)(Phasing Plan), (14)(Natural stone details), (15)(Proposed slab levels), (17)(Full details of all external materials and finishes), (18)(Full details of external materials and colours, construction specifications of any engineered gradients, batters, bunds, all retaining walls and structures, bridges and any associated engineering works), (25)(Full details of all the Existing Traditional Agricultural Landscape and other Features ('ETAL')), (32)(Preliminary Construction Environmental Management Plan('PCEMP')), (33)(Preliminary Construction Traffic Environmental Management Plan ('PCTEMP')), (34)(Soil Management Plan ('SMP')), (35)(Waste Management Plan ('WMP')), (38)(Written Scheme of Investigation of any archaeological remains), (40)(Sustainable Drainage Systems ('SDS Scheme')), (44)(Culvert and Pipe Management Plan), (45)(Ponds and Water Bodies Strategy), (48)(Phased Ecological Plan), (49)(Protected species licenses), (50)(Ecological Monitoring Strategy ('EMS')), (51)(Method statement for protected species), (52)(Details of all measures designed to prevent the incidental capture/killing of amphibians and reptiles), (54)(Great Crested Newt compensation scheme), (55)(Scheme for the retention, enhancement and translocation of existing ground flora), (56)(Scheme for eradication of invasive plant species), (66)(Coastal Path and other public rights of way and cycle routes scheme) and (68)(Details of surface water disposal from the private access and other roads and parking areas) of planning permission 46C427K/TR/EIA/ECON	Validated (06/01/2021)
S106/2020/2	Ardal Tirlenwi Cae Glas landfill tip area, Caergybi/Holyhead	Submission of site investigation, laboratory assessment, remediation strategy and risk assessment to comply with the Terms of Agreement as set out in part 5 of Schedule 8 of the Section 106 Agreement attached to planning permission 46C427K/TR/EIA/ECON	Permitted (05/08/2020)
D56/2020/3	Parc Cybi, Caergybi/Holyhead	Application to determine whether prior approval is required for the erection of a 16m telegraph pole, installing two backhaul transmission dishes, installation of a telecommunications cabinet together with ancillary development	Validated (23/03/2020)
SCR/2020/1	Land adjacent to Canolfan Hamdden Caergybi/Holyhead Leisure Centre Caergybi/Holyhead	Screening opinion for the erection of 30 dwellings	EIA not required (27/01/2020)
FPL/2019/208	Roadking Truckstop, Parc Cybi, Caergybi / Holyhead	Retrospective application for erection of a portacabin to be used as an office (Use Class B1)	Permit (04/10/2019)
SCR/2019/33	Electricity Generating Plant, Parc Cybi, Caergybi / Holyhead	Screening opinion for the development of and operation of a gas fuelled fast response standby electricity generation plant (7.5MW)	EIA Not Required (13/08/2019)
DIS/2019/73	Huws Gray, Parc Cybi, Caergybi / Holyhead	Application to discharge condition (11) a) (programme of archaeological work) of planning permission FPL/2018/25 (erection of	Condition partially

Application Ref.	Address	Proposed Development	Decision
		a building to be used as a builders merchant with warehouse and sales floor areas (sui generis use), construction of new vehicular site access, storage yard, loading areas together with soft and hard landscaping areas)	discharged (15/07/2019)
DIS/2019/4	Roadking, Parc Cybi, Caergybi/Holyhead,	Application to discharge condition (04) (Slab Levels), (06) (Foul, surface water and land drainage scheme), (10) (Traffic management plan), (11) (Construction environmental management plan), (13) (Lighting Scheme), (14) (External elevation samples), (18) (Welsh Language Signage scheme) and (20) (Local Supply Chain Scheme) from planning permission 19C842M/1/ECON	Condition partially discharged (20/06/2019)
FPL/2018/25	Parc Cybi, Caergybi/Holyhead	Full application for the erection of a building to be used as a builders merchant with warehouse and sales floor areas (sui generis use), construction of new vehicular site access, storage yard, loading areas together with soft and hard landscaping areas	Permitted (06/06/2019)
SCR/2018/3	Parc Cybi, Caergybi/Holyhead	Screening opinion for the erection of a building to be used as a builders merchant with warehouse and sales floor areas (sui generis use), construction of new vehicular site access, storage yard, loading areas together with soft and hard landscaping areas	EIA not required (08/02/2019)
MAO/2019/1	Premier Inn, Caergybi / Holyhead	Minor amendments to scheme previously approved under planning permission 19C842E/1/TR/ECON so as to amend the plans of the approved scheme	Permitted (23/01/2019)
19C842P/1	Roadking Truckstop, Parc Cybi Park, Holyhead	Full application for the erection of horse stables, associated buildings and stores, installation of horse walker together with the construction of new private access ancillary to the existing truckstop	Permitted (10/01/2019)
19C842Q/1/DIS	Parc Cybi, Holyhead	Application to discharge conditions (18) (Local Employment Scheme) and (20) (Holyhead Tourism Scheme) of planning permission 19C842E/1/TR/ECON	Condition discharged (23/11/2018)
19C842R/1/MIN	Parc Cybi, Holyhead	Minor amendments to scheme previously approved under planning permission 19C842E/1/TR/ECON so as to amend condition (13) of planning application 19C842K/1/DIS so as to amend the proposed materials	Permitted (25/10/2018)
19C842M/1/ECON	Roadking, Parc Cybi, Holyhead	Full application for the erection of a hotel ancillary to the existing truck stop, with associated car parking, alteration to the vehicular access, drainage infrastructure and other associated works	Permitted (10/09/2018)
19C842K/1/DIS	Parc Cybi, Holyhead	Application to discharge conditions (03) (slab levels), (06) (proposed drainage strategy), (10) (construction traffic management plan), (11)(external lighting scheme), (12) (external materials and finishes), (13) (natural stone details), (17a) (Welsh Language and Culture Scheme) and (19) (local supply chain scheme) of planning permission 19C842E/1/TR/ECON	Condition discharged (23/05/2018)
19C842J/1/SCR	Parc Cybi, Holyhead	Screening opinion for the erection of a hotel	EIA not required (18/04/2018)
19C842N/1/SCR	Roadking Truckstop, Parc Cybi Park, Holyhead	Screening opinion for the erection of horsicultural stables, office/quad bike shelter, bedding/feed store, installation of horse walker together with the construction of new private access	EIA not required (28/09/2018)

Application Ref.	Address	Proposed Development	Decision
19C842F/1	Roadking Truckstop, Parc Cybi, Holyhead	Full application for the installation of a 24 hour fuel storage/dispensary tank and associated drainage including interceptor	Permitted (02/03/2018)
19C842H/1/DIS	Parc Cybi, Holyhead	Application to discharge condition (17(b)) (Welsh Language and Culture Scheme) of planning permission 19C842E/1/TR/ECON	Condition discharged (14/12/2017)
19C842G/1/SCR	RoadKing Truckstop, Parc Cybi, Holyhead	Screening opinion for the installation of an ancillary fuel storage/dispensary tank and associated drainage including interceptor	EIA not required (05/12/2017)
19C842E/1/TR/ECON	Parc Cybi, Holyhead	Full application for the erection of a hotel, associated infrastructure and earthworks	Permitted (01/12/2017)
19C842D/1/SCR	Zone 1, Parc Cybi, Holyhead	Screening opinion for the erection of a hotel and restaurant together with the creation of a new vehicular access and associated works	EIA not required (11/04/2017)
19C1195/RE/SCO	Holyhead and Valley	Scoping opinion for the on-shore associated development and cable landfall location in association with the development of the proposed Morlais Tidal Development Zone off the coast of Holyhead	Decision not available (10/01/2017)
46C427K/TR/EIA/ECO N	Penrhos Coastal Park, Cae Glas a Kingsland, Holyhead	A hybrid planning application proposing: Outline with all matters reserved except for means of access, for: A leisure village at Penrhos Coastal Park, London Road, Holyhead comprising: up to 500 new leisure units including new lodges and cottages; Central new hub building comprising reception with leisure facilities including indoor sub-tropical water park, indoor sports hall, and cafes, bars, restaurants and retail; Central new Farmer's Market building; Central new spa and leisure building; A new café and watersports centre at the site of the former Boathouse; Demolition of the Bathing House and the construction of a restaurant at its former location; Demolition of other existing buildings including three agricultural barns and three residential dwellings; Providing and maintaining 29 hectares of publicly accessible areas with public car parking and enhancements to the Coastal Path, including: Managed walkways within 15 hectares of woodland, the retention and enhancement of Grace's pond, Lily Pond, Scout's pond with viewing platforms, the Pet Cemetery, War Memorial, the Pump House and picnic area with bird feeding stations and hides with educational and bilingual interpretation signage created throughout; Creation of a new woodland sculpture trail and boardwalks and enhanced connection to the Coastal Path; The beach will continue to be accessible to the public providing safe access to the shallow shelving water; A Combined Heat and Power Centre Land at Cae Glas: The erection of leisure village accommodation and facilities which have been designed to be used initially as a temporary construction workers accommodation complex for Wylfa B at land at Cae Glas, Parc Cybi, Holyhead comprising: Up to 315 lodges which will be initially sub divided for nuclear workers accommodation; Central hub building providing reception and canteen ancillary to accommodation; A Park and Ride facility comprising up to 700 car parking spaces; A new hotel; A lakeside hub comprising restaurant, café, retail and bar; New grass football pitch and cricket pitch; and a Combined Heat and Power Centre. To be	Permitted (19/04/2016)

Application Ref.	Address	Proposed Development	Decision
		subsequently converted (post Wylfa B construction) into an extension to the Penrhos Coastal Park Leisure Village comprising: Refurbished lodges and facility buildings to create high quality holiday accommodation (up to 315 family lodges); A Visitor Centre and Nature Reserve allowing controlled public access; and Heritage Centre with visitor parking. Land at Kingsland: The erection of a residential development which has been designed to be used initially as temporary construction workers accommodation at land at Kingsland, Kingsland Road, Holyhead comprising: Up to 320 new houses to be initially used as temporary construction workers accommodation. To be subsequently converted (post Wylfa B construction) into a residential development comprising: Up to 320 residential dwellings set in high quality landscaping and open spaces. Each phase of development will have ancillary development comprising car parking, servicing areas, open spaces and plant. Full detail for the change of use of the existing Estate buildings at Penrhos Coastal Park, London Road, Holyhead including the change of use for: The Bailiffs Tower and outbuildings at Penrhos Home Farm from a cricket clubhouse to a visitors information centre, restaurant, café, bars and retail; Home Farm Barn and Cart Buildings from farm buildings to cycle and sports hire centre; The Tower from residential to a Managers accommodation and ancillary office; and Beddmanarch House from residential to a visitors centre.	
19C842C/1/MIN	Parc Cybi, Holyhead	Minor amendment to scheme previously approved under planning permission 19C842P/ECON in order to include HGV refuelling station	Permitted (05/02/2015)
19C842Y	Parc Cybi, Holyhead	Full application for the construction of an extension to the consented transport hub including the creation of landscaping and ecological enhancement areas	Permitted (06/01/2015)
19C842B/1/DEL	Parc Cybi, Holyhead	Application under Section 73 for the removal of condition (15) (widening of off-slips at junction 2 of the A55) from planning permission reference 19C842P/ECON (outline application for the construction and operation of a transport hub and ancillary servicing facilities)	Permitted (19/12/2014)
19C842Z/SCR	Parc Cybi, Holyhead	Screening opinion for the construction of an extension to the consented transport hub including the creation of landscaping and ecological enhancement areas	EIA not required (25/11/2014)
19C842X/DIS	Parc Cybi, Holyhead	Application to discharge condition (14) (details of the proposed external lighting of the site) from planning permission reference 19C842Q/ECON	Condition discharged (04/11/2014)
19C842W/DIS	Parc Cybi, Holyhead	Application to discharge condition (04) (samples of the materials proposed to be used on the external surfaces of the development) from planning permission 19C842P/ECON	Condition discharged (12/09/2014)
19C842V/ECON/DIS	Parc Cybi, Holyhead	Application to discharge conditions (04) (materials proposed to be used on the external surfaces of the development), (07) and (08) (scheme for comprehensive and integrated drainage of the site), (09) (timetable of archaeological works) and (10) (detailed plan and locations of mitigation measures together	Partially discharged (20/05/2014)

Application Ref.	Address	Proposed Development	Decision
		with the timing of their delivery and details of their future maintenance) from outline planning permission reference 19C842P/ECON	
19C842U/ECON/DA	Parc Cybi, Holyhead	Application for the approval of reserved matters for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure	Permitted (28/04/2014)
19C842P/ECON	Parc Cybi, Holyhead	Outline application for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure	Permitted (05/08/2013)
19C842Q/ECON	Parc Cybi, Holyhead	Outline application for the construction and operation of a logistics depot, including preparatory earthworks, landscaping and associated infrastructure	Permitted (05/08/2013)
19C842R/SCR/ECON	Parc Cybi, Holyhead	Screening Opinion for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure	EIA not required (04/03/2013)
19C842T/SCR/ECON	Parc Cybi, Holyhead	Screening Opinion for the construction of a logistics depot, including preparatory earthworks, landscaping and associated infrastructure	EIA not required (04/03/2013)
19C842J/ECON	Polt 1 & 7, Parc Cybi, Holyhead	Full application for the erection of 3 office units and 4 industrial warehouse units together with infrastructure and parking provision	Permitted (07/05/2010)

## **B. Site Sifting Report BCP21-006-07-00**

