



North Wales Border Control Post

Consultation Engagement Report
BCP21-006-06-00

November 2021

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Appendix B of this report includes copies of the representations received from technical consultees.

Appendix C of this report includes copies of the representations received from public consultees.

Appendix D of this report includes copies of main representations received from other organisations

Appendix E of this report includes copies of the engagement materials provided as part of the public consultation.

Appendix F of this report includes copies of the engagement materials to technical stakeholders

Appendix G of this report summarises the detailed design process which underpins the SDO Limitations Spreadsheet and SDO Consenting Envelope Plan.

Executive summary

The United Kingdom (UK) left the European Union (EU) on 31 December 2020. New rules on trade, travel, and businesses for the EU and UK were brought into effect as of 1 January 2021 following the end of the transition period. At Holyhead, inspections would be required on goods such as animals, plants and products of animal origin entering Wales from the Republic of Ireland, known as Sanitary and Phytosanitary (SPS) checks. These checks are the responsibility of the Welsh Government. There is currently insufficient space within the port to process the future checks required.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59 of the Town and Country Planning Act 1990.

There is no statutory requirement to consult before making a special development order (SDO). Welsh Ministers can exercise powers which are conducive or incidental to their functions by virtue of the common law executive functions transferred to them via section 58A of the Government of Wales Act 2006. This includes the power to carry out consultation.

The community consultation ran for a period of 21 days from 24 March 2021 until 13 April 2021, whereas identified technical stakeholders received a larger window of time. The consultation undertaken departs from the Welsh Government policy of allowing a 12-week period for consultation. The reasons for this departure was to allow for early engagement with stakeholders and take account of the requirements for checks as set out under the UK Border Operating Model.

This Consultation Report has been produced and

- summarises:
 - the methods used to engage with the consultees regarding the development;
 - the information provided to the consultees and when it was provided to them; and
 - the outcomes of consultation with each consultee; and
- includes:
 - a statement of the period given to each consultee to make representations about the development, being not less than 21 calendar days and beginning with the date on which they were invited to make such representations; and
 - copies of the representations received from consultee.

'Main representations' are defined as the official responses provided by consultees that set out their views with regard to the proposals in writing. Copies of these representations can be found in **Appendices B, C and D**. This excludes other correspondence with consultees during the consultation period (e.g. emails, virtual meetings or telephone calls).

Chapter 1 of this report summarises the methods used to engage with interested parties in support of the drafting of an SDO made under section 59(3) of the Town and Country Planning Act 1990. Example engagement and consultation materials are provided in **Appendix C**.

Chapter 2 of this report provides a record of engagement and includes a statement of the period given to each consultee to make representations in support of the drafting of an SDO made under section 59(3) of the Town and Country Planning Act 1990.

Chapter 3 of this report summarises the outcomes of consultation with each consultee.

Appendix A of this report lists the consultees identified and engaged.

Appendix B of this report includes copies of the representations received from technical consultees.

Appendix C of this report includes copies of the representations received from public consultees.

Appendix D of this report includes copies of main representations received from other organisations.

Appendix E of this report includes copies of the engagement materials provided as part of the public consultation.

Appendix F of this report includes copies of the engagement materials to technical stakeholders.

Appendix G of this report summarises the detailed design process which underpins the SDO Limitations Spreadsheet and SDO Consenting Envelope Plan

1 Methods of Engagement

This chapter summarises the methods used to engage with consultees regarding the proposed Border Control Post at Plot 9, Parc Cybi in supporting the drafting of an SDO under section 59 of the Town and Country Planning Act 1990.

1.1 Identification of Consultees

An extensive mapping exercise was conducted prior to the beginning of the consultation to ensure that all relevant technical consultees were identified.

A full list of identified consultees can be found at **Appendix A**.

A consultation zone was selected to ensure that relevant owners and occupiers were included within the consultation process. This includes:

- a) those owners of land adjacent to the site; and
- b) those occupiers of land adjacent to the site, or to roads that will be used by vehicles travelling to and from the site, that are likely to be affected by the development.

Figure 1.1: Red Line Consultation Boundary



The area within the Red Line Consultation Boundary (RLCB) shown in the image above illustrates the extent of the local consultation area for the Parc Cybi Border Control Post proposal. The RLCB was selected based on whether properties were located within the vicinity of the site and could thus be potentially exposed to additional traffic on the surrounding road network, in collaboration with the local authority and to take into account local environmental impacts which may affect receptors in the area. To this extent, it was decided that any property, commercial or residential, situated within 1km of the site would receive consultation

materials. This meant 459 addresses received the postal consultation material via post, as shown in table 1.1 below.

The RLCB area includes Trearddur Country Park, Roadking Truckstop Services and Premier Inn Holyhead, alongside a number of residential properties near both the A55 and Trearddur Bay that may be impacted due to their proximity to the site, and the impact on the Strategic Road Network (SRN) as a result of site construction and operation.

Beyond identifying those community members interested in the site, it was crucial to engage with key stakeholders who would have a wider interest in the scheme. These key stakeholders are shown below.

Each of the following authorities have a function in respect of the site or part of it:

- North Wales Fire and Rescue Service - a fire and rescue authority (as defined in section 1 of the Fire and Rescue Services Act 2004)(a))
- Isle of Anglesey County Council - a lead local flood authority (as defined in section 6(7) of the Flood and Water Management Act 2010 (b))
- Isle of Anglesey County Council - a local authority
- Isle of Anglesey County Council - local highway authority
- Isle of Anglesey County Council - a local planning authority

Due to their roles in the local area and region, the following organisations were also included as consultees for this SDO:

- Welsh Ambulance Services NHS Trust
- North Wales Police
- The Health and Safety Executive - the COMAH competent authority as defined in regulation 2(1) of the Planning (Hazardous Substances) Regulations 2015(c) (if the site or any part of it is in or includes a safety hazardous area).
- The Crown Premises Fire Safety Inspectorate
- Natural Resources / Cyfoeth Naturiol Cymru (NRW)
- Welsh Government Network Management Division
- North and Mid Wales Trunk Road Agent (NMWTRA)
- Cadw
- Gwynedd Archaeological Trust / Gwynedd Archaeological Planning Service (GAPS)
- Dŵr Cymru Welsh Water
- Land & Lakes – a nearby landholder
- Stena Line – owner of Holyhead Port and ferry operator
- Irish Ferries - ferry operator

1.2 Information Provided to Consultees

All identified consultees listed in **Appendix A** of this report were provided with information regarding the proposed Border Control Post. As a minimum this included information about the site's location, its proposed use and summary information about the planning route and consultation process.

More detailed information including plans showing the proposed site layout for the Border Control Post and, where possible, the technical assessments undertaken to support the planning submission, was provided to specific technical stakeholders. Chapter 2 details what information was provided to specific consultees and when.

Informal engagement with consultees in preparation of the planning submission has also been undertaken. This has taken the form of email correspondence, telephone conversations and meetings.

Example engagement materials used to provide information to consultees can be found in **Appendix E** and **F**. This includes examples of the materials provided within the Information Pack and screenshots of the webpage for the proposed Border Control Post.

1.3 Methods of Engagement with Consultees

A range of communications channels were used to publicise the proposals, raise awareness and engage with consultees, as listed in Table 1.1: Methods of Engagement below.

Table 1.1: Methods of Engagement

Communication channel	Aim	Details
Postal Information Packs	Raise awareness of the proposals, the consultation period, how to access further information and respond to the consultation.	Information Packs posted to relevant owners and occupiers within the engagement zone including: <ul style="list-style-type: none"> Engagement notification letter (English and Welsh) 8-page information leaflet (English and Welsh) Feedback form in (English and Welsh) Freepost response form General Data Protection Regulation (GDPR) privacy statement (English and Welsh) Instructions to view consultation website https://inlandborderfacilities.uk/
Site notices	Raise awareness of the proposals, the consultation period, how to access further information and respond to the consultation.	78 site notices advertising the consultation displayed around Holyhead, providing instructions to view consultation website https://inlandborderfacilities.uk/ Figure 1.2 below details the locations of all site notices.
Electronic Information Packs	Raise awareness of the proposals, the consultation period, how to access further information and respond to the consultation. Provide more detailed information about the Border Control Post relevant to the consultee's role and remit.	Electronic Information Packs emailed to consultees included: <ul style="list-style-type: none"> Notice of formal consultation period Proposed site layout Consenting Envelope Report
Website	Provide a hub for accurate information about the site proposals and a facility for interested parties to make representations.	Website platform with summary details of the site proposals, relevant documentation and online feedback facility hosted at https://inlandborderfacilities.uk/ The website page was available in both English and Welsh.
Welsh Government Communications	To link the Inland Border Facility website and SDO consultation to official Welsh Government media.	Cabinet Written Statement Welsh Government Twitter Account (24 April 2021) (See Figure 1.4 below) Welsh Government Consultation page link Welsh Government Press Release
Meetings with individuals or multiple persons	Raise awareness of the proposals, discuss issues or concerns, and share technical information with relevant consultees to inform the submission.	Meetings held with consultees during both the formal consultation and informal engagement periods as required.

Communication channel	Aim	Details
Emails & telephone calls	To deepen engagement with relevant consultees, particularly with technical and statutory consultees.	Email and telephone calls used as required to deepen engagement and further understanding about the proposals, potential impacts and mitigation measures. All correspondence recorded and responded to promptly.

Figure 1.2: Site Notice Location Map



Figure 1.3: Welsh Government Account Tweet



2 Record of Engagement and Consultation

In support of the drafting of an SDO under section 59 of the Town and Country Planning Act 1990, this chapter summarises the period of time given to consultees to make representations (including the date the consultation period started) and the information provided to consultees.

2.1 Consultees

A summary of the engagement undertaken with Consultees is provided as Table 2.1 below.

Table 2.1: Consultees

Organisation	Start & End of Engagement/ Consultation Period	Total Period of Engagement / Consultation	Information Provided / Notes	Date Information Provided
North Wales Fire and Rescue Service	Initial Engagement: 3 March 2021	Total period of engagement: 112 days	Email of introduction to proposals and site summary	3 March 2021
	Start of Formal Consultation: 24 March 2021		First meeting with emergency services. Topics discussed included site capacity, security measures, emergency access and the SDO process	12 March 2021
	End of Formal Consultation: 22 June 2021	Period of formal consultation: 91 days	Notification of Consultation Period	24 March 2021
			Second meeting with emergency services. Topics discussed included security measures, emergency access, updated site designs, plus location and suitability of fire hydrants.	6 May 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Isle of Anglesey County Council (IoACC)	Initial Engagement: 2 March 2021	Total period of engagement: 113 days	Email of introduction to proposals and site summary	2 March 2021
	Start of Formal Consultation: 24 March 2021		Introductory call with Senior Landscape Advisor (NRW) and Senior Landscape and Tree Officer (IoACC) to discuss key constraints of the scheme upon landscape.	2 March 2021
	End of Formal Consultation: 23 June 2021	Period of formal consultation: 91 days	First full meeting with council officers. Shared initial concept designs and held discussions to accommodate stakeholder need. Topics discussed included site capacity, security measures, emergency access, the SDO process, environmental considerations, and jobs/employment	8 March 2021
			Highways and traffic strategy overview. Joint highways meeting with IoACC, Traffic Wales and NMWTRA.	9 March 2021
			Transport Scoping Assessment	11 March 2021
			Presentation and Q&A's regarding proposals to all elected members and relevant officers	18 March 2021
			Meeting to discuss initial surface water drainage proposals with SAB Officer	18 March 2021
			Notification of Consultation Period	24 March 2021
			Presentation and Q&A's regarding proposals to elected Ward members and relevant officers	24 March 2021
			Introductory call with Ecology Officer to discuss key constraints of the scheme upon ecology.	1 April 2021
			Technical call with the Species Specialist Officer (NRW) and Ecology Officer (IoACC) to agree approach to ecology surveys and assessment.	6 April 2021
			Technical call with the Senior Landscape Advisor (NRW) and Senior Landscape and Tree Officer (IoACC) to discuss and agree landscape viewpoints, and approach to the landscape assessment.	14 April 2021
			Draft Drainage Layout	13 May 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Workshops undertaken with IoACC Ecology Officer, NRW Species Specialist Officer, Land & Lakes and IoACC Environmental Health Officer. The workshop covered the assessments, design measures and mitigation that has been implemented into the design to ensure that the scheme does not result in significant adverse effects.	10 June 2021
			Environmental Colour Assessment & Cross Section Drawings	11 June 2021
	Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021		
	Updated Environmental Colour Assessment issued for review	2 July 2021		
North Wales Police	Initial Engagement: 3 March 2021	Total period of engagement: 112 days	Email of introduction to proposals and site summary	3 March 2021
	Start of Formal Consultation: 24 March 2021		First meeting with emergency services. Topics discussed included site capacity, security measures, emergency access and the SDO process	12 March 2021
	End of Formal Consultation: 22 June 2021	Period of formal consultation: 91 days	Notification of Consultation Period	24 March 2021
			Second meeting with emergency services. Topics discussed included security measures, emergency access, updated site designs, plus location and suitability of fire hydrants.	6 May 2021

Organisation	Start & End of Engagement/ Consultation Period	Total Period of Engagement / Consultation	Information Provided / Notes	Date Information Provided
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Welsh Ambulance Service Trust	Initial Engagement: 3 March 2021	Total period of engagement: 112 days	Email of introduction to proposals and site summary	3 March 2021
	Start of Formal Consultation: 24 March 2021	Period of formal consultation: 91 days	First meeting with emergency services. Topics discussed included site capacity, security measures, emergency access and the SDO process	12 March 2021
	End of Formal Consultation: 22 June 2021		Notification of Consultation Period	24 March 2021
			Second meeting with emergency services. Topics discussed included security measures, emergency access, updated site designs, plus location and suitability of fire hydrants.	6 May 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
The Crown Premises Fire Safety Inspectorate	Initial Engagement: 24 March 2021	Total period of engagement: 91 days	Notification of Consultation Period	24 March 2021
	Start of Formal Consultation: 24 March 2021	Period of formal consultation: 91 days	Meeting to discuss the proposal. CPFSA indicated they wouldn't need further contact until consenting envelope had been issued for comment as solely concerned on building regulations. Referred all issues of fire safety to local fire service	26 March 2021
	End of Formal Consultation: 22 June 2021		Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Natural Resources /Cyfoeth Naturiol Cymru (NRW)	Initial Engagement: 3 March 2021	Total period of engagement: 112 days	Landscape and environmental overview meeting.	3 March 2021
	Start of Formal Consultation: 24 March 2021	Period of formal consultation: 91 days	Email notifying start of consultation period.	24 March 2021
	End of Formal Consultation: 22 June 2021		Introductory call with Species Specialist Officer to discuss key constraints of the scheme upon ecology.	31 March 2021
			Technical call with the Species Specialist Officer (NRW) and Ecology Officer (IoACC) to agree approach to ecology surveys and assessment.	6 April 2021
			Technical call with the Senior Landscape Advisor (NRW) and Senior Landscape and Tree Officer (IoACC) to discuss and agree landscape viewpoints, and approach to the landscape assessment.	14 April 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Workshops undertaken with IoACC Ecology Officer, NRW Species Specialist Officer, Land & Lakes and IoACC Environmental Health Officer. The workshop covered the assessments, design measures and mitigation that has been implemented into the design to ensure that the scheme does not result in significant adverse effects.	10 June 2021
			Environmental Colour Assessment, Cross Section Drawings & Draft Drainage Layout	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
		Updated Environmental Colour Assessment issued for review	2 July 2021	
The Health and Safety Executive	Initial Engagement: 24 March 2021	Total period of engagement: 91 days	Email notifying start of consultation period.	24 March 2021
	Start of Formal Consultation: 24 March 2021	Period of formal consultation: 91 days	Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
	End of Formal Consultation: 22 June 2021		Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Traffic Wales	Initial Engagement: 3 March 2021	Total period of engagement: 112 days	Email of introduction to proposals and site summary	3 March 2021
	Start of Formal Consultation: 24 March 2021		Highways and traffic strategy overview meeting with IoACC, Traffic Wales and NMWTRA.	9 March 2021
			Transport Scoping Assessment	11 March 2021

Organisation	Start & End of Engagement/ Consultation Period	Total Period of Engagement / Consultation	Information Provided / Notes	Date Information Provided
	End of Formal Consultation: 22 June 2021	Period of formal consultation: 91 days	Email notifying start of consultation period.	24 March 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Transport meeting with Traffic Wales and NMWTRA. Discussion topics included traffic predictions/impacts, ecology, and assessment practices. Current Transport Assessment shown and discussed, following updates.	10 June 2021
			Draft Transport Statement & Draft Outline Staff Travel Plan	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
			Transport meeting with Traffic Wales and NMWTRA. Discussion topics included traffic predictions/impacts, ecology, and assessment practices. Current Transport Assessment shown and discussed, following updates.	22 June 2021
			Ecology Technical Note	22 June 2021
North and Mid Wales Trunk Road Agent (NMWTRA)	Initial Engagement: 3 March 2021 Start of Formal Consultation: 24 March 2021 End of Formal Consultation: 22 June 2021	Total period of engagement: 112 days Period of formal consultation: 91 days	Email of introduction to proposals and site summary	3 March 2021
			Highways and traffic strategy overview meeting with IoACC, Traffic Wales and NMWTRA.	9 March 2021
			Transport Scoping Assessment	11 March 2021
			Email notifying start of consultation period.	24 March 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Transport meeting with Traffic Wales and NMWTRA. Discussion topics included traffic predictions/impacts, ecology, and assessment practices. Current Transport Assessment shown and discussed, following updates.	10 June 2021
			Draft Transport Statement & Draft Outline Staff Travel Plan	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
			Transport meeting with Traffic Wales and NMWTRA. Discussion topics included traffic predictions/impacts, ecology, and assessment practices. Current Transport Assessment shown and discussed, following updates.	22 June 2021
			Ecology Technical Note	22 June 2021
Cadw	Initial Engagement: 3 March 2021 Start of Formal Consultation: 24 March 2021 End of Formal Consultation: 22 June 2021	Total period of engagement: 112 days Period of formal consultation: 91 days	Email of introduction to proposals and site summary	3 March 2021
			Email notifying start of consultation period.	24 March 2021
			Technical call with Senior Planning Archaeologist (GAPS) and Senior Historic Environment Planning Officer (Cadw) to update them with the current design and approach to the heritage assessment.	7 May 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Environmental Colour Assessment & Cross Section Drawings	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
			Updated Environmental Colour Assessment issued for review	2 July 2021
Gwynedd Archaeological Planning Service (GAPS)	Initial Engagement: 5 March 2021 Start of Formal Consultation: 24 March 2021 End of Formal Consultation: 22 June 2021	Total period of engagement: 110 days Period of formal consultation: 91 days	Call to discuss proposals and SDO process	5 March 2021
			Call to discuss overview of the scheme's impacts on local heritage and archaeological assets.	10 March 2021
			Email notifying start of consultation period.	24 March 2021
			Technical call with Senior Planning Archaeologist (GAPS) and Senior Historic Environment Planning Officer (Cadw) to update them with the current design and approach to the heritage assessment.	7 May 2021
			Updated Site General Arrangement Drawing	2 June 2021

Organisation	Start & End of Engagement/ Consultation Period	Total Period of Engagement / Consultation	Information Provided / Notes	Date Information Provided
			Consenting Envelope Report & Notification of Consultation Period Remaining	
			Workshop with NRW and GAPS undertaken to run through the assessment and design work undertaken for heritage and landscape to ensure that the scheme does not result in significant adverse effects.	10 June 2021
			Environmental Colour Assessment & Cross Section Drawings	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
			Updated Environmental Colour Assessment issued for review	2 July 2021
			Updated Environmental Colour Assessment issued for review	2 July 2021
Dŵr Cymru Welsh Water	Initial Engagement: 25 March 2021	Total period of engagement: 90 days	Call to discuss proposals and SDO process	25 March 2021
	Start of Formal Consultation: 25 March 2021	Period of formal consultation: 90 days	Email notifying start of consultation period.	25 March 2021
	End of Formal Consultation: 22 June 2021		Meeting to discuss the drainage and SAB proposal	22 April 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Land & Lakes	Initial Engagement: 29 April 2021	Total period of engagement: 56 days	Call discussing proposals, SDO process and to start engagement process	29 April 2021
	Start of Formal Consultation: 02 June 2021	Period of formal consultation: 21 days	Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
	End of Formal Consultation: 22 June 2021		Workshops undertaken with IoACC Ecology Officer, NRW Species Specialist Officer, Land & Lakes and IoACC Environmental Health Officer. The workshop covered the assessments, design measures and mitigation that has been implemented into the design to ensure that the scheme does not result in significant adverse effects.	10 June 2021
			Environmental Colour Assessment, Cross Section Drawings, & Draft Drainage Layout	11 June 2021
			Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
			Updated Environmental Colour Assessment issued for review	2 July 2021
Stena Line	Initial Engagement: 29 April 2021	Total period of engagement: 56 days	Call discussing proposals, SDO process and to start engagement process	29 April 2021
	Start of Formal Consultation: 02 June 2021	Period of formal consultation: 21 days	Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
	End of Formal Consultation: 22 June 2021		Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021
Irish Ferries	Initial Engagement: 29 April 2021	Total period of engagement: 56 days	Call discussing proposals, SDO process and to start engagement process	29 April 2021
	Start of Formal Consultation: 02 June 2021	Period of formal consultation: 21 days	Updated Site General Arrangement Drawing, Consenting Envelope Report & Notification of Consultation Period Remaining	2 June 2021
	End of Formal Consultation: 22 June 2021		Updated Site General Arrangement Drawing, Consenting Envelope Report & Reminder of Consultation Period Remaining	18 June 2021

3 Summary of Engagement Outcome

This chapter summarises the outcome of consultation with each technical stakeholder who participated in the consultation process.

Copies of the representations received from received from Consultees can be found in **Appendix B**.

3.1 Consultation responses from identified consultees

The outcome of the engagement undertaken with Consultees has been provided as per Table 3.1 below

Table 3.1: Identified consultees – Feedback and Response

Consultee	Summary of Feedback Received	Response to Feedback Received
Isle of Anglesey County Council (IoACC)	The IoACC welcomes and appreciates the opportunity afforded by this engagement and urges the Welsh Government to ensure that issues of local concern and negative impacts on receptors are designed out, or as a minimum mitigated down to acceptable levels.	<p>Taking Account of Concerns, Receptors and Mitigations</p> <p>The scheme's design has been developed through an iterative process, taking into consideration the potential impacts upon the local residents, local infrastructure and environment. This has resulted in mitigation being embedded into the scheme's design, which has informed the proposed SDO Limitations and the SDO Consenting Envelope. The SDO Limitations Spreadsheet (BCP21-006-04-00) sets proposed limits regarding the built development permitted on site. It also sets proposed limits to control the development through the construction and operational phases. The Consenting Envelope and Limitations have formed the basis of the Environmental Assessment to ensure there are no significant environmental impacts resulting from the construction and operation of the BCP. Use of a Special Development Order under the Town and Country Planning Act 1990 is not permissible if the development gives rise to significant environmental effects, as determined in accordance with the Environmental Impact Assessment Regulations.</p>
	<p>Permanent Use and Employment</p> <p>It is equally essential to ensure that local benefits and opportunities through job creation, training and procurement are maximised by giving priority to local supply chain opportunities where possible, during both construction and operation of the facility. The development should seek to employ people from Anglesey and discussion this with the local Job Centre / local employment support agencies such as MonCF is encouraged.</p>	<p>Permanent Use and Employment</p> <p>As the scheme is to be a permanent development, substantial long-term employment opportunities would be generated, including highly skilled jobs such as Welsh Government personnel, security, traffic management and inspection and site management personnel, thus providing a beneficial effect to the local community. Approximately 60 employees per shift with three shifts over each 24-hour period is expected, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.</p> <p>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 or the Community Benefits Measurement Tool as part of the Wales Procurement Policy Statement 2021 (WPPS), thereby ensuring that local employment will be used as far as is possible to ensure a benefit to the local community. In addition, the Welsh Government will be undertaking the project via the North Wales Construction Partnership Framework and therefore the project will comply with the framework requirements This strategy will form part of the site Operational Management Plan and will be developed once Welsh Government has appointed a site operator. Welsh Government will inform IoACC as these arrangements progress.</p>
	<p>Ongoing Engagement</p> <p>It is understood that the Welsh Government's proposed use of the site is being consented through a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990 to provide a permanent consent for a Border Control Post. The current engagement is for a 'Consenting envelope' that will provide the framework for development for an SDO application and sets the maximum parameters and limitations for which development can occur.</p> <p>A 'General Arrangement' drawing showing current intentions for site design has been provided and a 'consenting envelope' that shows the parameters to which any altered design must work within. It is noted that whilst the site design has evolved over the months, it could still change following further technical stakeholder feedback and input from future site constructors and operators. In this respect, the IoACC would appreciate if the collaborative approach adopted thus far continues.</p>	<p>Ongoing Engagement</p> <p>Welsh Government will continue to keep consultees updated on design updates and will provide information to stakeholders when relevant. Local residents will also be informed during major project milestones such as planning decision award and at the start of construction.</p>
	<p>Ecology/ Biodiversity</p> <p>Even though survey on and near to the site has not found evidence of crested newts, some habitat enhancement features suitable for this species should be included in the landscaping. For example, some small ponds which will not be part of Sustainable Drainage systems (SuDS)</p> <p>Likewise, some benefits in landscaping for reptiles should be included, for example habitat improvement to link or act as 'steppingstones' between two or more areas which currently have reptile potential. It is important that all biodiversity-relevant landscape features are to be subject to conservation management for the lifetime of the proposal, and not the 15 years currently proposed. The Environment Wales Act requirements for conserving and enhancing biodiversity does not specify time limits and a long-term commitment is required.</p>	<p>Ecology / Biodiversity</p> <p>Following informal and formal engagement with IoACC's Ecology Officer, the following collaborative approach was undertaken:</p> <p>A GCN eDNA and presence/absence survey approach was taken, and the surveys were adapted to the most proportionate approach. This included eDNA to all ponds and ditches within 300m and full survey methods to those within 250m. No GCN were found.</p> <p>Discussions led to the assumption that reptile presence within areas of the site should be assumed. The requirement of a reptile method statement to be in place was agreed.</p> <p>The Ecology Officer suggested that the SuDS wetland area be designed with wildlife in mind. This thinking has been applied to the design lead, and will incorporate a minimum of two ponds, within which it is hoped to attract amphibians and eventually GCN.</p> <p>Following engagement with the Ecology officer at Isle of Anglesey County Council, the proposed SDO limit to maintain the landscape buffer for 15 years was amended to ensure, if applied, the SDO limit would require the landscape planting would be maintained throughout the lifetime of the BCP. This is a proposed limit which will be ultimately decided by Welsh Ministers, in their capacity as determining authority.</p> <p>Following discussions with the Ecology Officer, further refinement of the proposed SDO limitation for lighting was undertaken, to ensure that the lighting of the scheme does not spill onto retained habitats and the wider area (including the AONB). The limitation has since been refined to ensure that light spill is maintained to the Developable Area + 1m only.</p>
<p>Landscape</p>	<p>Landscape</p>	

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<p>Whilst the IoACC have not had sight of the Landscape and Visual Impact Assessment (LVIA) that has been prepared the following comments are made;</p> <p>In respect of fencing boundary treatments: agree with use of Environmental Colour Assessment (ECA) to help determine colour/finish: naturally weathered timber may also be acceptable. A height of 4 metres was suggested for the acoustic fence shown on the cross section drawings (it is not shown on 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) and at this height, landscaping would potentially provide effective screening for the fence within a longer timeframe. Built form finishes: an ECA has been carried out and has indicated a range of suitable colour finishes. The IoACC preference is for darker colours, within the range identified as indicative/suitable for the area particularly for the roof. Matt finishes should be used for the roof use to be used to avoid glare. A range of colours could be used to reduce the effect of building mass in localised views.</p> <p>Lighting: needs to avoid light pollution such that it would in combination with the baseline add unacceptably to adverse effects on the character of the area within the AONB, or the appearance of the site from a range of receptors including residential ones.</p> <p>Landscaping: will require long-term management if it to be effective in reducing effects. Widening the buffer as proposed will increase the potential for it to reduce visual effects; however, this will not occur within a reasonable timeframe such that substantial adverse effects, if identified in the LVA would be reduced to medium.</p> <p>Section 1.2 notes that the environmental assessment for the SDO will evidence that the proposal will not result in significant environmental effects. The appendix notes that 'the retention and enhancement of the existing vegetated bund is essential to reduce significant adverse effects to visual receptors'. Without seeing the LVA, it is unclear whether significant effects to viewpoints close to residential receptors have been identified and whether appropriate weight is being given to landscape mitigation to reduce effects.</p>	<p>The Environmental Colour Assessment was updated following comments from IoACC's Senior Landscape and Tree Officer who commented that the proposed colour of the roof was too light. The ECA has subsequently updated to a darker palette and were re-sent to IoACC for further comment, which has since been considered to be appropriate for the scheme area.</p> <p>Lighting: The scheme is within a partially developed area of Parc Cybi, and the spine road is already partially lit. Nevertheless, lighting measures have been incorporated into the scheme design and have been set as a proposed limitation within the SDO to ensure that lighting is directional and hooded and to be as low height as is practicable. Lighting lux and spill would be designed to E2 zone requirements - (Guidance Note on Obtrusive Light GN01/20 - International Commission on Illumination, 2020), which would ensure a dark corridor is maintained around the perimeter of the site. This would minimise impacts to the AONB and nearby residential receptors to ensure that these receptors are not significantly affected by the introduction of new lighting. As such, no significant effects from lighting is anticipated.</p> <p>Landscape: A minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established as identified on Consenting Envelope drawing 100100943-MMD-PC-XX-DR-AR-0012.</p> <p>Following consultation with NRW and the IoACC, the wording for maintenance and management of the BCP has been adjusted, to ensure that appropriate maintenance and management for the lifetime of the BCP is in place. This has been included within the SDO Limitation Spreadsheet to ensure that the new planting is successfully established.</p> <p>Whilst the full LVA was not shared with the stakeholders, the viewpoints that were identified and assessed were shared through several videoconferencing calls, and all stakeholders were able to input to the selection of the viewpoints. The results of the LVA, including the view onto the site from these viewpoints were shared on the screen and discussed at length. The approach and methodology of the LVA were discussed with stakeholders during this process. The conclusions of the LVA were covered which was that with the proposed SDO Limitations in place (restriction of the heights of buildings, mitigation planting, retention and improvement of existing vegetation including long term maintenance to ensure its establishment) it provided sufficient confirmation that no significant effects would occur. It is considered that appropriate weight has been given to landscape mitigation to reduce effects, as these will be implemented as a proposed limitation of the SDO - and will therefore be essential to delivery of the scheme.</p>
<p>Sustainable Drainage Systems (SuDS).</p> <p>Whilst the SuDS Approving Body (SAB) process lies outside the SDO process Gwynedd Consultancy YGC have had sight of the 'General Arrangement' drawing and have commented that;</p> <p>It shows the main SuDS features, water harvesting, filter strips, swales, attenuation ponds and so on, more detail to the drainage design needed e.g. details of trailer load spillage control and oil and fuel separators and so on, but for the most part, this site design is in line with previous discussions.</p>	<p>Sustainable Drainage Systems (SuDS).</p> <p>The surface water runoff from the Plot 9 proposed development will be managed via a series of Sustainable Drainage System (SuDS) features. Rainwater harvesting is proposed, to reuse the water from roofs, reducing the amount of runoff from the site and reducing use of mains water. It is proposed that as much surface water runoff will be conveyed by surface level SuDS systems, including filter strips, swales, filter drains, a detention basin and pervious pavements. Whilst infiltration rates within the site are poor, the SuDS systems will enable some water to soak into the ground but with the majority of surface water being attenuated within the detention basin. Flows from the detention basin will discharge to the existing watercourse but will be restricted to the Greenfield runoff rate for the site and the attenuation is sized for the 1:100 year storm event plus 30% climate change.</p> <p>Pollution prevention for the surface water runoff (drained to ground and/or the existing watercourse) is provided by the SuDS systems, forming a treatment train. In addition to the cleansing process provided by the SuDs treatment train, in higher risk areas, such as HGV parking and refuelling areas, the runoff is passed through Class 1 full retention / forecourt separators to remove hydrocarbons and silts prior to discharging to the existing watercourse, via the detention basin. These methods are aimed at managing any flood risk, either onsite or within the local area, as a result of the development.</p>
<p>Public Protection</p> <p>The proposed 5m Acoustic Barrier should be a minimum density of >25kg/m2 and 'absorptive' rather than 'reflective'. It is understood that this is the preferred option.</p> <p>The use of a Section 61 Prior Consent Notice's (under the Control of Pollution Act 1974) is advocated (as used during the construction of the current HGV stacking facility). This will enable control over operational dates and times, lists noise making equipment and allows the developer to agree operating parameters. It is not anticipated that there are issues with air quality at the site; either during operational use or construction. A Construction Environmental Management Plan (CEMP) needs to be agreed that details measures for the control of noise, vibration, light and dust etc.</p>	<p>Public Protection.</p> <p>Comments on an acoustic barrier are noted and it can be confirmed that a CEMP will be agreed ahead of construction starting. Noise mitigation to be provided as per the recommendations of the Noise Impact Assessment which in summary include the optimisation of the scheme layout to ensure the buildings will screen site activities, 5m absorptive barrier along southern section of Developable Area, restriction of HGV idling, no more than 22 HGVs to be run on the mains power bays and noise from plant on site to be designed to meet BS4142 criteria. All of these measures are included as an SDO proposed limitation.</p> <p>As noted within the EHO's response, 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. The assessment found that changes in traffic flows caused by the scheme would not lead to any significant air quality affect, subject to the vehicle idling policy employed. This is proposed to be limited via the proposed Environmental Envelope Limitations. As noted by the EHO, the need for a Section 61 agreement has been included as a SDO proposed limitation, therefore construction noise and vibration limits will be set in accordance with BS5228, in discussion between the contractor and IoACC.</p>

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	<p>Highways and Traffic</p> <p>When considering the quality of the highway network between the site and the A55 there are no major concerns from a Highway Authority perspective. In addition, the number of traffic movements (including HGVs/vans that will be inspected) are relatively low and dispersed over a 24-hour period. Specific comments relating to the Draft Transport Statement and Draft Outline Travel Plan have already been submitted under separate cover.</p>	<p>Highways and Traffic</p> <p>This is agreed. The Transport Statement reviewed the Wylfa Newydd Project Transport Assessment which demonstrated that traffic analysis undertaken for a proposed Logistics Centre indicated that a much higher capacity HGV facility could be accommodated within the existing A55 roundabout without adverse impact on the Highway Network. As set out in the Wylfa DCO Application, this assessed a logistics centre with an HGV hourly demand of 40 per hour which is considerably higher than the proposed BCP (average of 26 per day). Wylfa DCO Application (PINS reference number EN010007, June 2018).</p>
	<p>Local Members' Questions</p> <p>In addition to the aforementioned workshop sessions with officers the Chief Planning Officer undertook an internal briefing session with the Holyhead and Ynys Cybi local members on the 11th June 2021. In addition to the matters previously highlighted by members at the briefing session held by the Welsh Government on the 24th March 2021 the following additional matters were raised:</p> <ol style="list-style-type: none"> 1. Members sought confirmation that a long term need for this facility existed and questioned future intentions for the use of the site. 2. There was concern at the initial scale of proposals and why a more incremental or phased approach in response to demand was not proposed? 3. It was noted that current timeframes for construction work and the site becoming fully operational indicated that some form of 'interim' arrangements would be required; what are these? 4. Flooding and runoff to neighbouring properties remains a concern and needs to be mitigated. It is important that this is seen as a 'Green site'; in terms of building construction and specification and during the operational phase e.g., charging points for dual fuel vehicles. 	<p>Local Members' Questions</p> <ol style="list-style-type: none"> 1. The SDO would provide a permanent consent for a Border Control Post, setting out the development parameters of both the construction and operational phases 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. The long-term requirement for this facility is subject to the wider UK Government Border Strategy. 2. There is currently a phased approach to border controls on Sanitary and Phytosanitary ("SPS") goods entering the UK from the EU. Controls on live animals, plants and high-risk food began in January 2021 but are done at destination. There will be further changes in October in relation to products of animal origin. These dates are set out in the UK Government's Border Operating Model which, together with the minimum requirements set out in the Official Controls Regulations, dictate the facilities necessary to achieve operational designation and cater for contingencies. Food and live animals are time sensitive and high value freight shipments which require bespoke infrastructure. The United Kingdom must also meet its trade agreement commitments. 3. Welsh Government is in consultation with the UK and Scottish governments and is in the process of discussing whether interim arrangements are necessary in respect of any facilities which will not be ready by the dates set out by the UK Government in its Border Operating Model. A close dialog with your Authority will be maintained as a key stakeholder. The Welsh Government continues to discuss the matter with the UK and Scottish governments. 4. Please see the response to the Sustainable Drainage Systems (SuDS). In summary, flows from the detention basin will discharge to the existing watercourse but will be restricted to the Greenfield runoff rate for the site and the attenuation is sized for the 1:100-year storm event plus 30% climate change. The development is aiming for a BREEAM Excellent Rate employing Welsh Government's Sustainable Building Standards.
	<p>Closing Remarks</p> <p>To close, it can be confirmed that the IoACC supports the principle of creating the Border Control Point (BCP) at Parc Cybi, however, as you will be aware a number of reservations and concerns have previously expressed by officers and local members alike.</p> <p>In the main they are focused on the direct impacts on the residential properties in the immediate vicinity of the site. In addition, there are also wider impacts to be taken into account, these include (but not limited to): lighting, noise, pollution, drainage, visual amenity, landscape integration, ecology, traffic management and maximising socio-economic benefits.</p> <p>These concerns and reservations remain and the IoACC considers that it is imperative that the SDO application responds positively and addresses the issues raised when setting out the development parameters. There is a clear expectation that this will be the case and are incorporated within your engagement report that will accompany the submission of site-specific proposals to Welsh Ministers. It is also requested that as developments at the site progress the IoACC and local residents receive regular updates.</p>	<p>Closing Remarks</p> <p>Welsh Government is committed to keeping consultees, including members and officers, updated on planning and design progress as information becomes available. It will continue to maintain a close working dialogue with officers.</p> <p>Local residents will also be kept informed during major project milestones such as responding to the SDO public consultation comments, the planning decision by Welsh Ministers, and (without prejudice to and subject that decision) construction and operational matters.</p> <p>Welsh Government is also preparing to publish key technical documents which demonstrate how the SDO application positively addresses the issues raised when setting out the proposed development parameters.</p>
<p>Gwynedd Archaeological Trust / Gwynedd Archaeological Planning Service (GAPS)</p>	<p>Assessment</p> <p>As noted in your email, Welsh Government have already been in discussion with your colleagues about archaeological matters associated with the proposed development, including participation in the recent heritage and landscape workshop, held virtually on 10th June 2021. As outlined in these discussions, the proposed development site has been subject to a comprehensive programme of archaeological investigation, which preceded the creation of the current temporary facility at the site. This work, undertaken by Brython Archaeology earlier this year, identified archaeological remains across the site, including a probable later prehistoric hut settlement, evidence of earlier prehistoric occupation, and post-medieval agricultural features. All the identified archaeology was fully excavated and recorded, and samples were taken from the adjoining wetland area for paleoenvironmental analysis. While post-excavation work is ongoing, the site is now considered to be archaeologically sterile, with no requirement for further mitigation investigation in the event of future development.</p>	<p>Assessment</p> <p>Mott MacDonald undertook regular discussions with GAPS and Cadw, to discuss the potential impacts of the scheme upon archaeology and heritage assets. It included provision of the investigation reports concerning the strategic Parc Cybi development and Emergency HGV Stacking Facility. This was valuable in understanding the comprehensive removal of archaeological potential within the site.</p>

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	<p>Historic Environment</p> <p>The principal historic environment concern for the proposed scheme has been correctly identified as the impact upon the setting of the Trefignath Burial Chamber (scheduled monument AN011), which is opposite and to the east of the site. Welsh Government acknowledge that this has been considered in the proposed design and layout from inception and welcome the inclusion of a green buffer on this side of the site, incorporating the outcrop and new planting. This will alleviate the encroachment of built development and the visual impact to a degree; however, factors such as the height, colour, materials and lighting of the scheme must also be considered. The environmental colour assessment and cross-sections provided to date are useful in this regard, but additional illustrations (in the form of cross-sections, photomontages etc) will be necessary to show the appearance of the scheme as viewed from the monument and enable informed assessment of the impact it may have. As noted in the recent workshop, any off-site mitigation proposals such as planting for landscape, visual or ecological benefit could have archaeological implications. This may be through introducing new barriers in the landscape (interrupting sightlines) or potentially disturbing buried archaeological deposits. Should such measures be considered, please contact us to establish whether any archaeological constraints may exist. Similarly, Welsh Government would be pleased to advise should there be scope for incorporating information about the archaeology of the site within the scheme.</p>	<p>Historic Environment</p> <p>These discussions also focused on the Trefignath Burial Chamber, as the key heritage asset of most risk of impacts from the scheme. Through scheme design, which was subsequently discussed with GAPS and Cadw, Mott MacDonald were able to implement design and mitigation measures that all parties felt were sufficient to result in no significant effects to this asset. These included setting of building height limits, colouration of buildings and fencing, softening of built elements with planting within the viewing area of the burial chamber, optimising the design in the north west corner through the use of permeable reinforced grass rather than tarmac, and moving structures from the area were not essential.</p> <p>Cross sections have been shared with GAPS and Cadw, who have been central to design and assessment decision making throughout the SDO process. Photomontages were not considered to be proportionate to the likely impacts that would be caused from BCP, due to both the scheme context within an already developed area of Parc Cybi and as the SDO proposed limitations that would be implemented being able to sufficiently ensure that no significant effects would result upon the heritage and landscape environment.</p> <p>During the formal engagement process, GAPS raised the risk of archaeological implications should any off site planting be instigated close to the burial chamber. This concern has been noted, and although no plans are in place to undertake any off-site planting (as Biodiversity Net Gain can be achieved on site), should any additional off-site enhancements be instigated in the future, these comments would be at the forefront of the decision-making process, and GAPS would be consulted further on this issue.</p> <p>Regarding the Environmental Colour Assessment, amendments were made to the palette which has resulted in a darker colouration being applied to the roofs of buildings. The darker palette within the updated ECA has since been agreed with GAPS, NRW and IoACC.</p>
<p>Cadw</p>	<p>Scheduled monuments:</p> <ul style="list-style-type: none"> AN011 Trefignath Burial Chamber AN012 Ty-Mawr Standing Stone <p>The proposed development area is located some 42m west of scheduled monument AN011 Trefignath Burial Chamber and some 495m southeast of scheduled monument AN012 Ty Mawr Standing Stone.</p> <p>Mott MacDonald have prepared a draft design for the BCP and a report suggesting an envelope and framework for the BCP development, allowing for flexibility within certain prescribed limits. The BCP will have an adverse impact on the setting of the above scheduled monuments and the design has been prepared to reduce any adverse impact to a level that will not be significant. As such the proposed limits and constraints allowed for the detailed design of the BCP are essential in order to ensure that significant adverse impacts do not occur.</p> <p>The constraints identified by Mott MacDonald to restrict the adverse impact of the BCP on the setting of the scheduled monuments are:</p> <ul style="list-style-type: none"> Maximum building height Avoidance of rocky outcrop Developable area Built form finishes Formulation of access/egress Lighting Landscaping Long-term maintenance of planting <p>I concur that these are the correct constraints and that the proposed limits and the rational for them are appropriate. In my opinion, if these parameters are used in any future design of the BCP, the adverse impact of the BCP on the settings of the scheduled monuments will not be significant.</p>	<p>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), who were central to the decision-making process when determining the methodology and assessment to be undertaken to support this SDO.</p> <p>Mott MacDonald undertook regular discussions with GAPS and Cadw, to discuss the potential impacts of the scheme upon archaeology and heritage assets. This was valuable in understanding the comprehensive removal of archaeological potential within the site. These discussions focused on the Trefignath Burial Chamber, as the key heritage asset of most risk of impacts from the scheme. Through scheme design, which was subsequently discussed with GAPS and Cadw, Mott MacDonald were able to implement design and mitigation measures that all parties felt were sufficient to result in no significant effects to this asset. These included setting of building height limits, colouration of buildings and fencing, softening of built elements with planting within the viewing area of the burial chamber, optimising the design in the north west corner through the use of permeable reinforced grass rather than concrete, and moving structures from the area were not essential.</p> <p>The operation of the scheme has the potential to impact heritage assets as a result of change within their settings. A number of SDO Limitations have therefore been proposed to mitigate these impacts, including;</p> <p>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 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.</p>
<p>Natural Resources / Cyfoeth</p>	<p>Introduction</p> <p>Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which Welsh Government received on 2/6/2021. The information provided has been reviewed within the Stage B report (Mott Macdonald, dated May 2021), including the SDO Limits and Constraints table.</p>	

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Naturiol Cymru (NRW)	<p>Please note that Welsh Government's comments are without prejudice to any comments Welsh Government may wish to make when consulted as part of the SDO process or on the submission of more detailed information. At the time of any application there may be new information available which Welsh Government will need to take into account in making a formal response.</p> <p>Other Matters</p> <p>Welsh Government's comments above only relate specifically to matters included on the checklist, Development Planning Advisory Service: Consultation Topics (September 2018), which is published on Welsh Government's website. Welsh Government have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests. Welsh Government advise you that, in addition to planning permission, it is your responsibility to ensure that you secure all other permits/consents/licences relevant to the development. Please refer to Welsh Government's website for further details.</p>	
	<p>Protected Landscapes</p> <p>The proposal is located within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB), within Landscape Character Area 2: Holy Island, as defined in the Anglesey Landscape Strategy Update 2011. Welsh Government's advice relates to the potential impacts on the AONB.</p> <p>Further to Welsh Government's previous consultation advice on 13/4/2021 (CAS-142403-Z5J8), Welsh Government note that this Stage B consultation includes an SDO Limits and Constraints table which details parameters, some of which relate to minimising landscape impacts. However, it is advised that further information is required on the following aspects.</p>	<p>Your comments are noted. Please see below for information regarding specific aspects.</p>
	<p>Planting Scheme</p> <p>Welsh Government advise that you should seek clarification on the soil amelioration and establishment techniques, along with the proposed species mix, in relation to the 10m landscape buffer to the west and south. The nature of the cleared site indicates that the ground in the areas for planting is potentially compacted. This clarification is required in order to demonstrate that the planting scheme within the 10m buffer will be effective.</p>	<p>Planting Scheme</p> <p>A proposed SDO Limitation specifies the landscape buffer works and enhancements to the existing bund and trees (which is to be retained) would be undertaken, along with maintenance and management of it to ensure its success, for the lifetime of the BCP. This would include replacement of any failed planting. This would be taken forward by the Principal Contractor on the basis of specialist advice. The proposed SDO Limitations will ensure the success of the landscape planting.</p> <p>A minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established as identified on Consenting Envelope drawing 100100943-MMD-PC-XX-DR-AR-0012.</p>
	<p>Environmental Colour Assessment (ECA)</p> <p>Welsh Government welcome the production of an ECA but, as outlined in the meeting on 10/6/2021, and advise that you reconsider the very pale colour palette selected for the building roofs. The assessment follows the general principles outlined in the NRW ECA Paper and the Landscape Institute Environmental Colour Assessment TIN 04/2018 in identifying the colour palette of the existing landscape and of existing buildings but does not set out the scope of the assessment or explain how the chosen palette for the buildings, and particularly the roofs have been arrived at.</p> <p>As noted at section 4.2 of the ECA, the site lies within the Anglesey AONB and whilst the site itself forms part of the industrial estate, adjacent landscapes of high value lie to the south and west. The buildings are likely to be visible from the adjacent higher sensitivity landscape within the AONB to the south, west and north west, where the land rises and there would be views looking down to the site.</p> <p>The assessment notes at section 5.3, that the baseline colours of the landscape are muted browns and greens, moss greens and grey blues with some accent colours such as the yellow gorse when in flower.</p> <p>The Built Environment section at 6.0 notes the high visibility of the white cuboid Premier Inn and Roadking red tile and white roof, the bright blue of the football ground, varying colours of the Penrhos Industrial Estate and the pale grey colours of the Aluminium works. All these buildings stand out within the landscape, rather than integrating, as illustrated in the accompanying photos. The white walls of traditional properties also stand out and to a lesser extent the pale grey of the historic windmill, however it is noticeable that the slate roofs tend to blend into the landscape background.</p> <p>Given the siting within the AONB, the aim should be to integrate with the surrounding landscape, rather than increase visual impact by selecting colours from existing industrial and commercial buildings which already have an adverse visual impact. Welsh Government advise that the colour palette for the roofs should be reconsidered to reflect the muted landscape colours and tones and minimise the visual impact of the buildings.</p>	<p>Environmental Colour Assessment (ECA)</p> <p>Discussions with NRW's Landscape Officer provided a good opportunity to re-evaluate the palette of the ECA. NRW were re-consulted on the palette of the ECA who considered the updated dark tones of the roofs to be appropriate, with a mix of colours and brighter accent colours on features such as doors and windows and muted colours on larger expanses.</p> <p>The impact upon landscape and visual receptors was able to be reduced through design and mitigation measures such as utilising the palette from the ECA, minimising and zoning heights of buildings and built infrastructure, minimising light spill outside of the Developable Area, and landscape buffering. This has ensured that no significant effects would occur, particularly when considering the scheme within the context of Parc Cybi Industrial Estate.</p>
	<p>Foul Drainage</p> <p>As detailed in Welsh Government's consultation response on 13/4/2021, Welsh Government Circular 008/2018 on the use of private sewerage in new developments, and specifically paragraphs 2.3-2.5, stress the first presumption must be to provide a system of foul drainage discharging into a public sewer.</p>	<p>Foul Drainage</p> <p>Whilst the utmost has been implemented to factor stakeholder comments within the drainage design and proposal, further amendments to the consenting envelope to reference the drainage is not required. This is because the drainage application is not a part of the SDO</p>

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	<p>Although no information has been included within the Limits and Constraints table to confirm that the proposal will connect to the mains sewer, Welsh Government are in receipt of further information (email from Richard Morris, 16/6/2021) that confirms that the proposal will connect domestic foul water to the mains sewer. The email also stated that trade wastewater (from the inspection areas) will also connect to the mains sewer, unless the effluent fails contaminant testing in which case the effluent will be removed by tanker. Welsh Government advise that the information contained within the email should be secured within the Limits and Constraints table. Welsh Government look forward to further discussions with you with regard to securing appropriate mitigation measures within the Limits and Constraints table, prior to you progressing to Stage C s detailed in Welsh Government's consultation response on 13/4/2021, Welsh Government Circular 008/2018 on the use of private sewerage in new developments, and specifically paragraphs 2.3-2.5, stress the first presumption must be to provide a system of foul drainage discharging.</p>	<p>process and is going through a separate SAB application to the local planning authority, Isle of Anglesey County Council. Any determination made by Anglesey could impact on the final drainage design.</p> <p>Link to SAB guidance for Isle of Anglesey can be found here: Sustainable drainage systems approval body (SAB) (anglesey.gov.uk)</p>
	<p>Waste</p> <p>Welsh Government refer you to the advice above (foul drainage) with respect to waste effluent from the development. As highlighted in Welsh Government's previous response on 13/4/2021, it is recommend that the developer/operator be aware of the following during construction/operation:</p> <ul style="list-style-type: none"> Any waste arising from the construction of the facility is deemed 'controlled waste' and subject UK to waste legislation. Waste arising from the construction will need to go to a site with an appropriate environmental permit using a registered waste carrier. Records of waste movements will need to be kept for a minimum of two years in the form of waste transfer notes of hazardous waste consignment notes, depending on the waste type. Waste arising from the operation of the facility is also deemed controlled waste and subject to UK waste legislation. The operator will need to commit to following/implementing Waste Classification Technical Guidance WM3 'guidance on the classification and assessment of waste' for waste arising from operating the facility. Waste will need to be consigned with the correct waste code to a site with an appropriate environmental permit. Records of waste movements need to be kept for a minimum of two years in the form of waste transfer notes or hazardous waste consignment notes, depending on the waste type. 	<p>Waste</p> <p>Both points are noted and will be brought to the attention of the Welsh Government's BCP Operations Unit.</p>
	<p>Protected Species</p> <p>In Welsh Government's consultation response dated 13/4/2021, it was advised that you should assess direct and indirect impacts on protected species during both the construction and operational phases (including maintenance works). Welsh Government also advised that any necessary mitigation measures should be identified.</p> <p>Welsh Government note that surveys have been undertaken with respect to great crested newts and water voles. In the meeting on 16/6/2021 you stated that no evidence of the presence of these protected species was found, however Welsh Government note that the survey report has not been issued to date. Welsh Government can provide further advice once in receipt of the protected species survey report and can advise on any measures that would need to be secured in the Limits Table with respect to protected species.</p>	<p>Protected Species / Sites</p> <p>Discussions with the Species Officer begun from 31/3/21 which was influential upon the approach taken for eDNA and presence absence surveys for great crested newt (GCN). A joint decision was taken between MM, NRW and the IoACC Ecologist, whereby eDNA results would not be relied upon, but would be undertaken for all ponds within 300m. A proportionate approach was taken to complete presence/absence surveys to ponds within 250m. No GCN were found, however upon the advice of NRW, the negative results were recorded to COFNOD.</p> <p>NRW suggested that the SuDS wetland area should be designed with wildlife in mind and raised the potential future need for monitoring of GCN for future maintenance of the SuDS, as GCN may be likely to inhabit it in the future. This has been integrated into the drainage design. In addition, the ponds and wetland area will be logged on COFNOD.</p> <p>Discussions in relation to other likely species on site such as reptiles, bats otters and water vole were also discussed, and the sensitive construction measures and design have been incorporated into the SDO proposed limitations and CEMP.</p> <p>Key technical reports will be published.</p>
	<p>Protected Sites</p> <p>Welsh Government are satisfied that, subject to adherence to standard pollution prevention measures, that the development will not have adverse effects on any designated nature conservation site.</p>	<p>Protected Sites</p> <p>Pollution prevention for the surface water runoff (drained to ground and/or the existing watercourse) is provided by the SuDS systems, forming a treatment train. In addition to the cleansing process provided by the SuDs treatment train, in higher risk areas, such as HGV parking and refuelling areas, the runoff is passed through Class 1 full retention / forecourt separators to remove hydrocarbons and silts prior to discharging to the existing watercourse, via the detention basin. These methods are aimed at managing any flood risk, either onsite or within the local area, as a result of the development.</p>
	<p>Biosecurity</p> <p>In the previous response Welsh Government advised that you should detail measures to control, remove or for the long-term management of invasive species both during construction and operation. Welsh Government also highlighted that details of biosecurity measures to be implemented during operation should include the animal and plants that are to be inspected at the facility.</p> <p>Welsh Government note that no information is provided within the Limits and Constraints table demonstrating how these biosecurity measures will be secured. It is advised that a commitment to undertake the above is included within an updated table. Welsh Government can provide further advice prior to Stage C on the drafting of suitable wording to secure these measures.</p>	<p>Biosecurity</p> <p>Welsh Government do not consider it essential to include the biosecurity control measures for invasive species during the construction and operation of the BCP within the SDO Limitation table, as the necessary measures would be implemented by the contractor and operator. The need for biosecurity measures during construction has been included in contractor tender documents, which will be implemented through a CEMP. During operation, biosecurity is a key component of the running of the BCP, whereby non-native and invasive species would be isolated and dealt with appropriately.</p>
<p>Land & Lakes</p>	<p>1. Surface Water Run-off</p> <p>Land and Lakes own land to the south - east of Plot 9, Parc Cybi, including the field surrounding the Trefignath Burial Chamber (Historic Monument). To the south eastern boundary of this field, adjoining woodland also within Welsh Government's ownership, sits a watercourse. To the north-eastern boundary of this field sits the A55 Expressway. This watercourse drains into a culvert constructed below the A55,</p>	<p>1. Surface Water Run-off</p> <p>The surface water runoff from the Plot 9 proposed development will be managed via a series of Sustainable Drainage System (SuDS) features. Rainwater harvesting is proposed, to reuse the water from roofs, reducing the amount of runoff from the site and reducing use of mains water. It is proposed that as much surface water runoff will be conveyed by surface level SuDS systems, including filter strips, swales, filter drains, a detention basin and pervious pavements. Whilst infiltration rates within the site are poor, the SuDS systems will</p>

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	<p>discharging via a ditch and further culvert below the Network Rail line, into a culverted surface water system within the Orthios development site (previously the Anglesey Aluminium smelting site), eventually discharging to the sea at Penrhos beach.</p> <p>Land and Lakes previously commissioned consultants to undertake an assessment of the surface water system to understand risks in connection with rainwater disposal to land at Cae Glas. This study identified the land area drained by the stream referred to above, which includes practically the whole area of Plot 9 within Parc Cybi. (Welsh Government have previously provided plans of the surface water system extracted from the assessment, which will be issued in full if of use, upon request.)</p> <p>Welsh Government's concern with this matter is that the capacity of this watercourse is restricted to the capacity of the culverted system discharging from Welsh Government's land. Development proposals are restricted to 'green field' run-off, requiring on site attenuation to manage periods of flood and to mitigate run-off from buildings and hard surfacing. Welsh Government must request that similar restrictions are proposed and applied to the surface water system serving Plot 9, as this currently undeveloped site will, it appears, be subject to substantial hard-surfacing and building footprint – accelerating surface water run-off from the whole site.</p> <p>Mr Gradwell has provided re-assurance in this matter, however it is requested that adequate information is provided, inclusive of calculations, to verify that the proposed development of Plot 9 will not increase surface water run-off from that existing.</p>	<p>enable some water to soak into the ground but with the majority of surface water being attenuated within the detention basin. Flows from the detention basin will discharge to the existing watercourse but will be restricted to the Greenfield runoff rate for the site and the attenuation is sized for the 1:100-year storm event plus 30% climate change.</p> <p>Pollution prevention for the surface water runoff (drained to ground and/or the existing watercourse) is provided by the SuDS systems, forming a treatment train. In addition to the cleansing process provided by the SuDs treatment train, in higher risk areas, such as HGV parking and refuelling areas, the runoff is passed through Class 1 full retention / forecourt separators to remove hydrocarbons and silts prior to discharging to the existing watercourse, via the detention basin.</p> <p>Following initial meetings to discuss the scheme proposals, a pre-application has been prepared and submitted to the Isle of Anglesey County Council sustainable drainage systems approval body (SAB). The pre-application presented information from the RIBA Stage 2 design. The response from the SAB was that they were in support of the drainage proposals within the submitted pre-application if it were submitted as a full formal application. The full SAB application will be completed and submitted during the RIBA Stage 4 detailed design.</p> <p>Proposed drainage plans and associated calculations for the RIBA Stage 3 design will be shared on stage completion. The final proposals will be shared on completion of the RIBA Stage 4 detailed design.</p>
	<p>2. Visual Impact</p> <p>As described above, Plot 9 adjoins the route which will serve Welsh Government's consented leisure accommodation development at Cae Glas. Welsh Government note the intention to screen plant the boundary of Plot 9 to minimise the visual impact of the buildings and operation of the Border Control Post use of this site. Welsh Government's concerns are in respect of timing and future maintenance of this screen planting. Welsh Government would expect within the development approval there to be restrictions to require the boundary screen planting to be installed as a preliminary phase of the development works – to maximise the density and effect of this planting at commencement of use of the site, plus require that this planting is fully maintained, including any necessary re-planting, for the duration of the use (in perpetuity) of this site as the Border Control Post.</p> <p>Welsh Government's landholding includes the nearby Trefignath Burial Chamber, whose setting will be impacted by the use proposed for Plot, as recognised within the assessments that have been provided. This historic monument should not be disregarded and further reinforces the need for the above obligations.</p>	<p>2. Visual Impact</p> <p>The priority is for the landscape planting to be undertaken at the earliest phase of the scheme, to maximise the benefit of additional screening as early on as possible. In addition, the long-term maintenance and management of the habitats and landscape planting that would be incorporated into the scheme will be subject to a proposed SDO Limitation, which will require it to be maintained for the lifetime of the BCP. This will ensure that its establishment is successful.</p> <p>Reassurance has been provided that the Trefignath Burial Chamber that falls within Land and Lakes boundary is not significantly impacted by the scheme. This has been achieved through measures set out below. The assessment methodology, mitigation measures and conclusions have been discussed with Cadw and GAPS who are in agreement that ".....if these parameters are used in any future design of the BCP, the adverse impact of the BCP on the settings of the scheduled monuments will not be significant." Therefore, no significant impacts to the burial chamber is anticipated.</p> <p>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 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.</p>
	<p>3. Noise and Light Pollution</p> <p>As confirmed by the proposal documents provided, the proposed Border Control Post is anticipated to operate on a 24/7 basis. It will therefore be a source of noise and artificial light impacting upon surrounding occupiers that does not exist at present.</p> <p>Welsh Government's concern is the potential impact upon the consented leisure project. Welsh Government understand these issues are under consideration within the development proposals but would expect that specific restrictions are imposed with the development approval regard maximum noise and light levels, reflecting the hours of operation of this facility.</p>	<p>3. Noise and Light Pollution</p> <p>A proposed limitation on lighting aims to ensure that dark corridors around the perimeter of the site are maintained, and light spill will be contained to the Developable Area +1m only. Therefore, no light spill that could cause a significant impact to any Land and Lake property would occur.</p> <p>Noise impacts have been assessed and due to the presence of nearby residential receptors (closest 100m south west) the inclusion of noise mitigation will be necessary - which in summary will include the optimisation of the scheme layout to ensure the buildings will screen noisy site activities, 5m absorptive barrier along southern section of Developable Area, restriction of HGV idling, no more than 22 HGVs to be run on the mains power bays and noise from plant on site to be designed to meet BS4142 criteria. All of these measures are included as a proposed SDO Limitation.</p>
	<p>4. Road System Capacity</p>	<p>The Transport Statement reviewed the Wylfa Newydd Project Transport Assessment which demonstrated that traffic analysis undertaken for a proposed Logistics Centre indicated that a much higher capacity HGV facility could be accommodated within the existing A55 roundabout without adverse impact on the Highway Network. As set out in the Wylfa DCO Application, this assessed a</p>

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	<p>Also as explained above, Welsh Government's consented leisure accommodation site at Cae Glas is planned to be served by the road network through Parc Cybi, to avoid overloading local roads. Welsh Government's understanding from the proposal documents provided is the Border Control Post will serve up to 40 haulage vehicles per day.</p> <p>Welsh Government's concern in this matter is in respect of further growth in use of this site, potentially impacting on the Parc Cybi road system, which if blocked by waiting haulage vehicles, will cause delay and disruption on the road system. Re-assurance would be provided by inclusion of a maximum operating capacity for the site, as a restriction within the development approval.</p> <p>I would be grateful for confirmation that these issues are considered in detail during the further assessment of the proposal to use Plot 9 in this manner, and I request that Welsh Government are notified of the resulting considerations within the development approval, should that be achieved.</p>	<p>logistics centre with an HGV hourly demand of 40 per hour which is considerably higher than the proposed BCP (average of 26 per day).</p> <p>The number of HGVs that can be stationed at the Parc Cybi Border Control Post 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.</p> <p>Traffic congestion on the local road has been mitigated through the design of the BCP such that the on-site capacity for HGVs exceeds the number of HGVs that would be anticipated at peak times. In addition, the arrival of HGVs at the BCP entrance is unrestricted for a short distance before encountering the security gate where each vehicle is briefly stopped long enough to ensure that the vehicle is intended to visit the site. HGVs are then held on the site in lanes where they are security and safety checked before moving forward for inspection.</p> <p>If in future, the need for increased development within the site goes outside of the agreed permitted development rights associated with the SDO, or indeed if Welsh Government wish to seek a change of use to the site, a separate Town and Country Planning Act application to Isle of Anglesey County Council would be required.</p>
<p>Welsh Government, Network Management Division</p>	<p>Transport Statement (T.A.) and Travel Plan</p> <ol style="list-style-type: none"> An assessment of J.2 of the A55 is necessary to determine what impact the proposed development has on the junction; this will need to include all existing developments and all approved planning applications which use J.2. The assessment should be run at opening date and an appropriate future year date to accommodate future year traffic levels. The assessment needs to determine the current working parameters of J.2 and, if required, any trigger points for mitigation measures which may need to be implemented as part of the project if the junction is discovered to be at/over capacity. Merge and diverge assessment to determine the impact on slip-roads and main-line carriageways. The T.A. should make reference to the environmental sites which stem from the A55 DBFO contract across Anglesey, some of which are positioned in close proximity to the proposed site at Parc Cybi. The T.A. needs to include or make reference to an emergency or incident management plan, with input from all the blue light services. 	<p>1: Traffic Modelling</p> <p>As set out in the Wylfa DCO Application, this assessed a logistics centre with an HGV hourly demand of 40 per hour which is considerably higher than the proposed BCP (average of 26 per day). Therefore, no further assessment is considered necessary in relation to junction 2 of the A55.</p> <p>2/A/D: Merge and Diverge Assessment</p> <p>A merge and diverge assessment of A55 J2 was undertaken as part of the Wylfa DCO Application and given the much higher demand figures analysed as stated above and the minimal impacts this was shown to create no further assessment of a much lower number of trips is considered necessary. It should also be noted that HGVs accessing the site will not be expected to platoon due to the very low proportion required to access the site from each inbound ferry and would be on the network anyway, simply diverting to the BCP for inspection. The site is not generating any new trips on the network.</p> <p>3: Environmental Sites / Environmental Assessments</p> <p>Point 3 has been noted but the environmental sites do not border the proposed site and HGV traffic on the A55 is in place anyway regardless of the development of a BCP, meaning there is unlikely to be any significant material change in environmental effects upon these sites.</p> <p>An Environmental Report containing various assessments has been undertaken in support of the drafting of an SDO. The following features are essential mitigation to ensure no significant environmental effects as indicated on the SDO Consenting Envelope plan:</p> <ul style="list-style-type: none"> 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. A minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established as identified on Consenting Envelope drawing 100100943-MMD-PC-XX-DR-AR-0012. An existing pond located in the south eastern corner of the site would be retained. <p>4: Emergency or Incident Management Plan</p> <p>This is yet to be developed but will form part of the Operational Management Plan to be developed prior to commencement of site operations and in consultation with all blue light services. Welsh Government will ensure that your department is engaged as part of the development of the Operational Management Plan to ensure best practice in the development of its components.</p>
	<p>Additional Comments</p> <p>The Parc Cybi Plot 9 site is very sensitive to noise, visual, light and smell pollutions due to the position of the neighbouring properties, I presume appropriate assessments will be undertaken to determine the most appropriate mitigation measures, if required?</p>	<p>The following assessments were conducted by Welsh Government in supporting this proposed SDO application:</p> <ul style="list-style-type: none"> Environment Report Transport Statement

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		<ul style="list-style-type: none"> • Red Line Boundary plan • SDO Limitations Spreadsheet • Consenting Envelope plan • Consultation Engagement Report • Habitats Regulations Assessment (HRA) <p>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 proposed SDO. 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.</p>
<p>Welsh Government Development Control Division</p>	<p>The applicant must provide the following information to support this application or resubmit the application with the following details;</p> <p>A. Capacity assessment of junction 2 of A55 is required to review HGV impact on the junction with the matter of HGV's being ushered to the site in a platoon / convoy manner due to arriving by ship. Queue lengths backing onto the main carriageway of the A55 is the key safety issue to understand;</p> <p>B. Impact on Active Travel / pedestrian safety at Junction 2 due to material increase in HGV traffic must be reviewed;</p> <p>C. Section 2.6.1 states "Upon meeting the Interchange, there is a clear absence of pedestrian safety measures when crossing over the A55 toward Penrhos Industrial Estate as demonstrated in Figure 2.14, showing a 50mph speed limit immediately before the crossing point" this states there is absence of safety measures but there is an uncontrolled crossing, the TA should be reviewed and highlight areas where improvements are required on safety grounds due to increased HGV movements to existing or absent pedestrian and/or cycle facilities. Improvements must align with Active Travel Wales Act.</p> <p>D. Review of RRS RA may be required, due to change in HGV traffic volume, to determine if any upgrade in provision is required;</p> <p>E. RTC review area must be increased to understand if there are any matters to highlight on approach roads to J2, details of RTC must also be understood to enable full review to be completed i.e. are all RTC the same or all different?</p> <p>F. Details on bilingual, Welsh above English, directional signage between the SRN and proposed development is required along with an impact assessment on existing signage?</p> <p>G. Confirmation required that TS aligns with required standards especially: Active Travel Wales Act. and Llwybr Newydd WTS.</p> <p>H. Advisory Matters:</p> <p>i. How would a HGV or other vehicle be able to access the site, turn round and exit in a forward gear if site is closed or the vehicle is not required to access site?</p> <p>ii. How are cyclists to access the site from the local cycle network?</p> <p>Is the site boundary fence at back of pavement and how does this align with Active Travel design guidance? Does this impact existing highway street furniture?</p>	<p>A: A55 Junction 2 Capacity Assessment</p> <p>As set out in the Wylfa DCO Application (PINS reference number EN010007, June 2018), this assessed a logistics centre with an HGV hourly demand of 40 per hour which is considerably higher than the proposed BCP (average of 26 per day). Therefore, no further assessment is considered necessary in relation to junction 2 of the A55.</p> <p>B: Pedestrian Infrastructure</p> <p>The pedestrian infrastructure in the vicinity of the BCP has been reviewed at length within the Transport Statement, highlighting that in most locations there is existing high-quality infrastructure in place to facilitate pedestrian trips. It is considered highly unlikely that significant numbers of pedestrians will use this particular route to the BCP. Therefore, it is not considered necessary to upgrade any pedestrian infrastructure in the vicinity of the site. Given the very low volumes of HGV traffic expected to and from the site using A55 J2 this is not considered likely to have a material impact on pedestrian safety at this location.</p> <p>C / E: RTC Review</p> <p>All trips to the proposed BCP will already be using the highway network between the Port of Holyhead and A55 J2. The route from A55 J2 to the proposed BCP has been considered and there are two slight accidents on the off-slip and two serious accidents on the roundabout. These do not take the form of accident clusters and all accidents were vehicle to vehicle, not involving vulnerable road users.</p> <p>D: RRS RA</p> <p>Given the very low volume of HGV traffic using A55 J2 and there being no overall increase in HGV traffic on the Strategic Road Network, it is not considered necessary to review the road restraint systems between the Port of Holyhead and the site.</p> <p>F: Bilingual Signage</p> <p>Welsh Government can confirm that the Transport Statement has been reviewed to ensure compliance and includes reference to required standards including the Active Travel Wales Act. and Llwybr Newydd WTS.</p> <p>i: HGV Manoeuvrability Within Site</p> <p>A turnaround area is provided prior to the gatehouse as detailed on the Site Masterplan.</p> <p>ii / iii: Integration / Active Travel</p> <p>Regarding integration with cyclists and the boundary fence aligning with Active Travel design guidance, a shared cycle path runs along the Parc Cybi spine road, providing access to the site. Matters of security and integration have been discussed in detail with IoACC Highways and it has been confirmed that the footpaths are wide enough for safe pedestrian use.</p>
<p>Stena Line and Irish Ferries</p>	<p>I'm replying on behalf of Stena Line Ports and the 2 ferry operators who use Holyhead Port, Irish ferries and Stena Line (Ferries) whom I have also copied in on this reply.</p> <p>BCP Capacity</p> <p>Have the planners modelled the forecast throughput and satisfied themselves that the capacity of the BCP and the access/egress arrangements are sufficient?</p> <p>Overflow Parking</p> <p>Is there additional or overflow parking required?</p>	<p>BCP Capacity</p> <p>Welsh Government analysed the limited 2019 manifest data available and crossed checked it with UK Government analysis and planning assumptions. Trade flows into Welsh ports have considerably reduced from 2019 levels and Welsh Government are not able to predict the extent this trade will return. Welsh Government is also monitoring the discussions on goods originating from Northern Ireland and await further clarity from the UK Government. This may result in fewer border controls on such goods. In addition, officials are working with the UK Government to set the precise proportion of checks, based on risk, that will be required on products coming from the EU. The requirement for traders to pre-notify their imports to GB from October will start to give Welsh Government a better understanding of these trade flows and the precise commodities coming through. So, whilst there are some unknowns in the manifest data which may increase the number of checks required, there are also significant reducing factors which is likely to provide some spare capacity at BCPs.</p> <p>Overflow Parking</p>

Consultee **Summary of Feedback Received**

Response to Feedback Received

		<p>Whilst Welsh Government have not undertaken any strategic, junction or microsimulation modelling, historical ferry movements data has been used to develop two scenarios for checked vehicles (average and 85th percentile daily throughout) and two scenarios for staff vehicles (71% of staff arriving by private car based on Census data and 100% of staff arriving by private car) arriving and departing from the BCP on a typical day.</p> <p>In terms of external highway impact, the busiest hour period within the 'worst case' scenario of 85th percentile traffic movements and 100% staff vehicle trips results in 32 light vehicles and one HGV departing from the site between 5pm and 6pm. It is therefore considered that the capacity of the BCP and the external highway network is sufficient to cater for these expected movements.</p> <p>In terms of parking demand, the busiest hour period within the same 'worst case' scenario results in 64 staff members requiring parking with 74 parking spaces being available. 40 HGV parking spaces are provided on site and a maximum of 41 HGVs are expected at the site across the day with none staying longer than 3 hours. It is therefore considered that no additional or overflow parking is required.</p> <p>Any increase in capacity will require a further planning application.</p> <p>Regarding checking capacity, an OMP will be developed which will incorporate plans for the monitoring of vehicle movements and parking on site. Given the low number of HGV movements expected to the site, no issues are envisaged but this can be appropriately managed on site in the unlikely event of these arising.</p>
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3.2 Consultation responses from other organisations

In addition to the responses summarised above, Welsh Government has received a total of one response from organisations that weren't initially identified as consultees.

Copies of the representations received from received from non-Consultees can be found in **Appendix C**.

Table 3.2: Consultation responses from other organisations

Organisation	Summary of Responses Received	Project Response
Trearddur Bay Residents & Tenants Association	<p>Trearddur Bay Residents & Tenants Association made the following comments:</p> <ul style="list-style-type: none"> • Best site considering the constraints of size and land availability • Well away from residential area and easily reached from A55 • Initial sketch plans of the site look reasonable • Can CCTV & ANPR cameras be positioned on the route between the site and port? (to catch littering) 	<ul style="list-style-type: none"> • There are specific infrastructure requirements to allow for the designation of the BCP. The site is allocated in the adopted Joint Local Development Plan. Plot 9 is able to accommodate this strategic development. • The Transport Statement sets out how the BCP facility could be accommodated within the existing A55 roundabout without adverse impact on the Highway Network. The proposals relating to landscaping, noise and light mitigation seek to avoid any adverse significant environmental effects for local residents. • More detailed concept designs will be published in forthcoming community updates via www.inlandborderfacilities.uk • Site operators will work closely with local stakeholders to ensure driver behaviour is monitored and complaints followed up in a timely manner.

3.3 Feedback Received from Red Line Consultation Boundary and Other Community Stakeholders

As shown in Figure 1.1, a Red Line Consultation Boundary (RLCB) was selected to ensure that relevant owners and occupiers were included within the consultation process. This includes:

- a) those owners of land adjacent to the site; and
- b) those occupiers of land adjacent to the site, or to roads that will be used by vehicles travelling to and from the site, that are likely to be affected by the development.

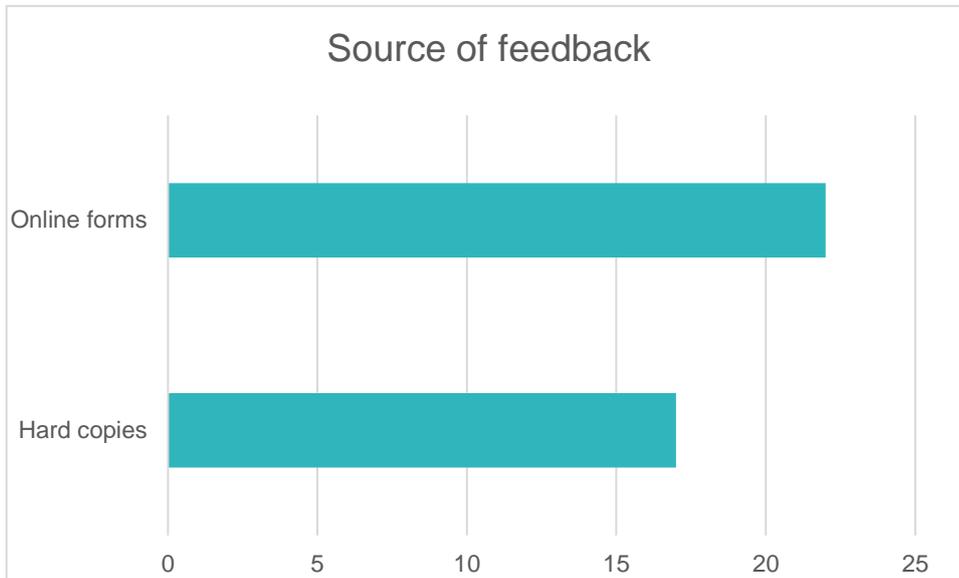
Owners and occupiers located in the area were formally consulted for 21 days between 24 March - 14 April 2021.

Welsh Government received a total of 39 feedback responses from Red Line Consultation Boundary and other community stakeholders.

Copies of the representations received from received from Consultees (Red Line Consultation Boundary and other community stakeholders) can be found in **Appendix D**.

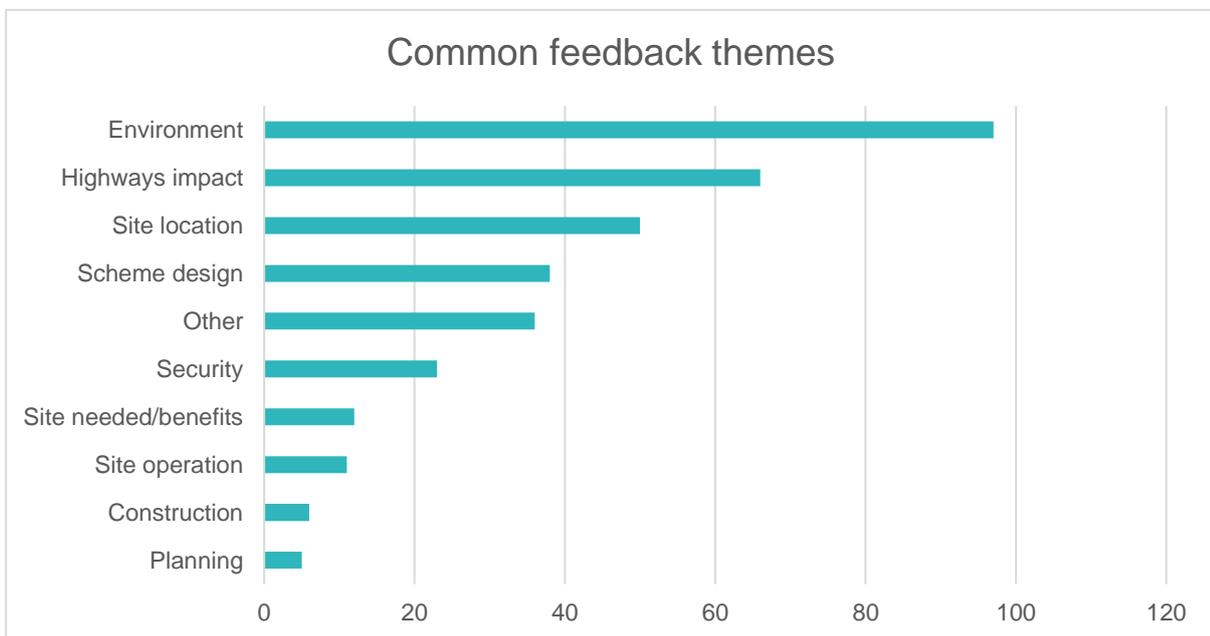
Figure 3.1 below summaries how feedback was received regarding the proposed Border Control Post. Most responses were received using the online feedback facility at the website www.inlandborderfacilities.uk:

Figure 3.1: Sources of feedback



The most common themes raised by relevant owners and occupiers regarding the proposed Border Control Post are summaries in the graph below. The most common themes chosen by respondents were environment, highways impact and site location.

Figure 3.2: Common feedback themes



These overarching themes have been broken down further to give a greater picture of public feedback. Table 3.3: Summary of feedback from below shows residential feedback broken down into greater thematic detail and Welsh Government's responses.

All of the feedback received from respondents to the community consultation has been reviewed by the Welsh Government ahead of the planning submission. Due to the questions posed, respondents were able to raise multiple themes within each response. Therefore, some themes were raised to a larger quantity than the volume of overall respondents that submitted feedback.

Table 3.3: Summary of feedback from respondents to the public consultation

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
Environment	Noise pollution	18	<p>Drivers of all HGVs attending the site will be instructed to turn off their engines whilst they are parked or being inspected, this will include any engines used for cooling refrigerated trailers. The SDO Limitations propose an acoustic and fence be incorporated into the site design to mitigate the noise levels from the site however the site layout has been optimised to ensure that noisy site activities are screen by the new buildings. Refrigerated trailers requiring assistance to keep their cargo cold will be able to hook-up to an electrical supply, the number of which will be restriction to ensure no significant effects due to noise occurs. The site is designed as a one-way system for reasons of safety and to ensure the minimum amount of HGV movements.</p> <p>Best practice construction measures will be employed during construction - for example noisiest activities undertaken during the day only and night-time temporary lighting would be low level, directional and hooded. Furthermore, a Construction Environmental Management Plan (CEMP) will be implemented by the contractor during construction, which will ensure all site staff comply to noise and, lighting and vibration limits, best practice and construction working hours (which are included as a proposed limit in the SDO Limitations Spreadsheet). In addition, a Section 61 agreement with the Local Authorities Environmental Health Officer, which will set limits on noise and vibration will be in place before construction commences.</p>
	Light pollution	16	<p>The entire site is classed as a work area and as such under health and safety regulations the premises must be illuminated to a required standard so as to allow the safe movement of vehicles and pedestrians across the site.</p> <p>Following discussions with the Ecology Officer at Isle of Anglesey Council, further refinement of the SDO proposed limit for lighting was undertaken, to ensure that the lighting of the scheme does not spill onto retained habitats and the wider area (including the AONB). The proposed limitation has since been refined to ensure that light spill is maintained to the Developable Area + 1m only.</p> <p>In addition, HGV drivers will only have their vehicle lights illuminated whilst they are manoeuvring around the site. The acoustic bunding and fencing proposed as part of the SDO Consenting Envelope and SDO Limitations will also mitigate the lights of the HGVs as they move across the site. The acoustic fencing and planting will also provide some screening against the lights of the HGVs as they move across the site.</p>
	Air quality / pollution / odour	14	<p>Following discussions with key stakeholders, air quality effects for both construction and operation traffic flows were screened against the assessment criteria specified in the Design Manual for Roads and Bridges 'Sustainability and Environment Appraisal Air Quality (DMRB LA 105)'. Significant air quality effects are not anticipated where estimated changes in traffic flows do not exceed the DMRB LA 105 screening criteria. A review of vehicle movements for construction (worst case of up to 100 HGVs a day) and operation phase (worst case of up to 41 HGVs across a 24-hour period) demonstrated that the DMRB LA 105 screening criteria were not exceeded. On this basis, the increase of traffic associated with the scheme are not anticipated to cause significant air quality effects; either during construction or operation.</p>
	Ecology	13	<p>The majority of existing vegetation would be retained and enhanced, as proposed in the SDO Limitations. The main vegetation loss required would be within the north eastern corner of the site to accommodate an emergency exit and some parking areas. This area would utilise as many soft features as possible, such as permeable reinforced grass for the roads and footpaths and will incorporate additional planting to protect views to the burial chamber. Whilst grassland close to the existing attenuation pond will be partially lost, it will be developed as part of a Sustainable Drainage Systems (SuDS). SuDS are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. In this case Welsh Government's proposed SuDS are being designed with wildlife in mind, providing additional habitat for great crested newt, reptiles, amphibians and invertebrates plus a foraging resource for bats and to a lesser extent otter in the local area, once established. Habitat considered of Principal Importance under Schedule 7 of the Environment (Wales) Act 2016 (rocky outcrops, existing attenuation pond and unimproved grassland with flush adjacent) will be clearly demarcated for</p>

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
			<p>retention and protected throughout construction. The SDO Limitations propose that lighting would be designed to ensure that light spill does not affect the dark corridors surrounding the site, reducing impacts to foraging and commuting bats and barn owls.</p> <p>Ecology surveys have completed which included a Phase 1 Walkover and Great Crested Newt (GCN) surveys. The Phase 1 survey included mapping the sites habitats and potential to support notable and protected species. The results of this survey were used to optimise the site design to avoid important habitats (such as the Rocky Outcrop - which contains rare botanical species). GCN surveys were undertaken between April and end May 2021. These included presence/absence surveys and/or eDNA sampling surveys to all accessible ponds within 300m. The methodology of these surveys was agreed with NRW and the Ecology Officer at Isle of Anglesey Council. The results of the surveys confirmed the likely absence of GCN. Where required, all necessary surveys, licences and appropriate method statements are specifically required via a proposed limit in the SDO Limitations.</p>
	Visual impact	11	<p>The location of buildings, the developable area and the maximum size of buildings is proposed to be controlled by the SDO Consenting Envelope plan and SDO Limitations. Landscape planting is prioritised to be undertaken at the earliest phase of the scheme, to maximise the benefit of additional screening as early on as possible. In addition, the long-term maintenance and management of the habitats and landscape planting that would be incorporated into the scheme will be subject to an SDO proposed limit, which will require it to be maintained for the lifetime of the BCP Buildings within site have been designed to blend in with the landscape surrounding the site and lessen the visual impact. Discussions with key stakeholders such as Natural Resources Wales, Cadw, Isle of Anglesey County Council and Gwynedd Archaeological Trust have helped us optimise the scheme design. These discussions provided a good opportunity to re-evaluate the colour/palette of the proposed buildings and other issues such as building heights and proposed landscaping. Improvements to the design because of these discussions includes:</p> <ul style="list-style-type: none"> • The colour of the building roofs was changed from darker shades to lighter shades, in line with the site's surroundings • A mix of colours and brighter accent colours on features such as doors and windows and muted colours on larger expanses introduced • Minimising and zoning heights of buildings and built infrastructure • Minimising light spill outside of the Developable Area • Additional landscape buffering (minimum of 1m) along the southern boundary of the site • Retention and enhancement of existing boundary vegetation
	Archaeological concerns including effect on burial chamber	11	<p>Through scheme design, following discussions with key stakeholders, Welsh Government were able to implement design and mitigation measures that all parties felt were sufficient to result in no significant effects to build heritage and archaeological assets. These are documented in the SDO Consenting Envelope and proposed limitations. This included Trefignath Burial Chamber. Measures to reduce the effect of the burial chamber included setting of building height limits, colouration of buildings and fencing, softening of built elements with planting within the viewing area of the burial chamber, optimising the design in the north west corner through the use of permeable reinforced grass rather than concrete, and moving structures from the area were not essential. Previous excavations had investigated archaeological remains within the site in full, therefore there was no potential to harm buried archaeological remains during construction of the BCP. This was confirmed through consultation with the local archaeological trust.</p>
	Energy efficiency	2	<p>The BCP will be BREEAM excellent rated and will include buildings with 'Good' U-values, solar PVs, efficient equipment, renewable generation on site and the provision of EV charging points on site.</p> <p>A building can only achieve BREEAM Outstanding if it achieves a score of 85% or above. This takes into account the energy efficiency, how sustainably it was built and how well it will respond to user needs.</p>

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
Highways Impact	Increased traffic	18	<p>The predicated numbers of HGVs attending the BCP is between 25 and 30 vehicles per day, which is a small proportion of the HGVs arriving on the ferries and will have minimal impact on the local road network. Not all HGVs will need to attend the facility: it is only a proportion. The site itself has an overall capacity and ability to manage up to 40 HGVs in the event of the detention or delay of completing the inspection or sampling of a load. The additional headroom permits emergency capabilities should exit from the site become delayed as a result of an external emergency.</p> <p>There is also provision of segregated staff parking planned for up to 75 vehicles at the site, although it is estimated that only 25 members of staff would be on shift at any one time.</p> <p>During construction, HGV numbers would not exceed 100 HGVs a day, as noted in the SDO Limitations. Access to the site would be through the existing access point.</p>
	Concern about HGVs accessing single-lane track/Trearddur Bay at Lon Trefignath	12	Prominent road signage will direct vehicles to the site from the A55. Signage will also restrict HGVs from accessing the single lane road towards Trearddur Bay from site.
	Local roads	10	<p>HGV numbers: The predicated numbers of HGVs attending the BCP is between 25 and 30 vehicles per day, which is a small proportion of the HGVs arriving on the ferries. Not all HGVs will need to attend the facility: it is only a proportion. The site itself has an overall capacity and ability to manage up to 40 HGVs in the event of the detention or delay of completing the inspection or sampling of a load. The additional headroom permits emergency capabilities should exit from the site become delayed as a result of an external emergency.</p> <p>Route to the BCP and road safety: The short route from the A55 was designed for HGV and commercial use in the Parc Cybi area, the former Roadking Truckstop being an example of this. The design of the BCP is such that HGVs will not be queuing on entry to the site but stacked on site for their safety and security inspections before being moved to the BCP buildings.</p> <p>Roundabout dimensions: The existing roundabout was examined in its design and the tracking of the largest of HGVs permitted on UK roads was found to have adequate room to complete the turning manoeuvre into the site.</p> <p>The operational requirements ensuring vehicles visit the BCP is still to be agreed. This is also a consideration at a UK level.</p>
	Traffic congestion	9	Traffic impacts on the local and SRN are being assessed and managed in conjunction with local and national engagement parties. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the BCP may be carried out, if required. However, the low level of HGVs proposed to use the site are small and would have a minimal effect on the road network.
	Traffic along A55	6	Traffic impacts on the local and SRN are being assessed and managed in conjunction with local and national engagement parties. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the BCP may be carried out, if required. However, the low level of HGVs proposed to use the site are small and would have a minimal effect on the road network.
	Signage concerns	4	Prominent road signage will direct vehicles to the site from the A55. Signage will also restrict HGVs from accessing the single lane road towards Trearddur Bay from site.
	Road safety	3	The expected volume of HGVs using the proposed BCP is not considered to have a material impact on highway safety at this location.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
	Pedestrians mixing with traffic	2	<p>Traffic congestion on the local road has been mitigated through the design of the BCP such that the on-site capacity for HGVs exceeds the number of HGVs that would be anticipated at peak times. In addition, the arrival of HGVs at the BCP entrance is unrestricted for a short distance before encountering the security gate where each vehicle is briefly stopped long enough to ensure that the vehicle is intended to visit the site. HGVs are then held on the site in lanes where they are security and safety checked before moving forward for inspection.</p> <p>There has been a large measure of safety design for the route to the BCP (Lon Trefignath). It benefits from a footpath with pedestrian dropped kerbs on the western side of the road and a setback combined footpath and cycle path with dropped kerbs on the eastern side of this road.</p>
	No concerns regarding traffic due to predicted low numbers	1	The expected volume of HGVs using the proposed BCP is not considered to have a material impact on highway capacity at this location.
	HGVs parking on local roads	1	<p>The site can hold up to 40 HGVs, if required, at any one time. This includes holding lanes on site to keep traffic away from the local road network and approximately 14 HGV parking spaces. Given an average of 25-30HGVs are expected on site per day, the site parking provision is more than appropriate.</p> <p>Additionally, there is segregated staff car parking.</p> <p>The entire length of the route from the A55 to the BCP is currently subject to a no waiting order which is denoted by the existing double yellow lines. The enforcement of this order will continue to be applied by Isle of Anglesey County Council to ensure that breaches of the order are dealt with accordingly.</p> <p>Regarding littering, as with all local roads, a schedule of litter picking will be maintained by the local highway authority. Welsh Government will continue to work with Isle of Anglesey County Council to monitor any instances of littering in close proximity to the site.</p>
Site location	Proposal should be located elsewhere e.g. within the port, another Parc Cybi plot or Aluminium works	32	A site selection process was undertaken to determine the most suitable site for the BCP. The priorities for the site selection were to ensure that the site was close to the port, was large enough to accommodate the facility, was available for purchase and could be developed quickly. Parc Cybi was ultimately chosen as it was one of the nearest sites of suitable size, was allocated for employment use in the Local Plan, had a scheme of similar scale consented on the site previously (19C842A/EIA) and was already under the ownership of Welsh Government therefore carried the least risk commercially
	Proximity to local properties	8	Plot 9 is allocated for employment use within the Local Plan and therefore the development of the site as a BCP does not contradict the development plans for the area. The site has been designed to reduce the impact on local residents as much as possible. Operations that are likely to make the most noise have been located as far from the existing properties as possible, and the SDO Limitations propose an acoustic fence to be installed also. Lighting mitigation has been proposed to ensure lighting is hooded and directional. A minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established.
	Good location/limited space at the port	6	There are specific infrastructure requirements to allow for the designation of the BCP. The site is allocated in the adopted Joint Local Development Plan. Plot 9 is able to accommodate this strategic development.
	Property values	4	The loss of property value whether actual or otherwise is not a material consideration which can be taken into account in the planning decision. The site is allocated in the adopted Joint Local Development Plan.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
Scheme design	The scheme is too expensive/too large for requirements	10	Border controls on Sanitary and Phytosanitary (“SPS”) goods entering the UK from the EU are required for any port wishing to handle these types of goods. Holyhead is of strategic significance to the United Kingdom and is second only to Dover for accompanied Roll-on Roll-off freight. It forms a significant part of the ‘landbridge’ between the Republic of Ireland and the Continent. It is also one of only few ports in the United Kingdom which will be able to handle live animals. The UK Government’s Border Operating Model, together with the minimum requirements set out in the Official Controls Regulations, dictate the facilities necessary to achieve operational designation and cater for contingencies.
	Size of BCP buildings	8	Buildings within site have been designed to blend in with the landscape surrounding the site and lessen the visual impact. Discussions with key stakeholders such as Natural Resources Wales, Cadw, Isle of Anglesey County Council and Gwynedd Archaeological Trust have helped us modify the design to suit. These discussions provided a good opportunity to re-evaluate the colour/palette of the proposed buildings and other issues such as building heights, zoning areas and proposed landscaping. The maximum permitted height of any structures under the SDO is proposed to be 15m (controlled by a proposed limit in the SDO Limitations). The main inspection areas are expected to be circa 8m in height, with other structures single storey in nature. The UK Government’s Border Operating Model, together with the minimum requirements set out in the Official Controls Regulations, dictate the facilities necessary to achieve operational designation and cater for contingencies.
	General comment about building design or proposals	7	The scheme design has been optimised to ensure the minimum footprint needed for a deliverable scheme whilst also maintaining existing vegetation and landscape features. However due to the size of the buildings and the close proximity of the scheme to nearby residential receptors (~100m at closest point), the retention and enhancement of the existing vegetated bund is essential to reduce significant adverse effects to visual receptors. A minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established. This buffer planting is required for landscape mitigation along the southern and western boundary to mitigate adverse visual effects from the following visual receptors: <ul style="list-style-type: none"> • Properties on the end of Penrhyn Geiriol cul-de-sac (in particular Bryn Mawr and adjacent property to the north); • Properties along north-eastern side of Hunters Chase (residential area further south from Penrhyn Geiriol); • Pedestrians walking north along Lon Trefignath • Property of Tyddyn Uchaf • Properties at Trearddur Mews The location of the developable area, size of buildings and landscape features are controlled by both the proposed SDO Consenting Envelope plan and proposed SDO Limitations.
	Flooding / drainage concerns	7	The surface water runoff from the Plot 9 proposed development will be managed via a series of Sustainable Drainage System (SuDS) features. Rainwater harvesting is proposed, to reuse the water from roofs, reducing the amount of runoff from the site and reducing use of mains water. It is proposed that as much surface water runoff will be conveyed by surface level SuDS systems, including filter strips, swales, filter drains, a detention basin and pervious pavements. The SuDS systems will enable some water to soak into the ground but with the majority of surface water being attenuated within the detention basin. Flows from the detention basin will discharge to the existing watercourse but will be restricted to the Greenfield runoff rate for the site and the attenuation is sized for the 1:100 year storm event plus 30% climate change.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
			Pollution prevention for the surface water runoff (drained to ground and/or the existing watercourse) is provided by the SuDS systems, forming a treatment train. In addition to the cleansing process provided by the SuDs treatment train, in higher risk areas, such as HGV parking and refuelling areas, the runoff is passed through Class 1 full retention / forecourt separators to remove hydrocarbons and silts prior to discharging to the existing watercourse, via the detention basin.
	Elevated buildings - wrong location	5	Buildings have been placed in a location that best meets the need for the BCP itself, whilst building height is proposed to be lifted via the SDO Limitations, thereby minimising the impacts on landowners adjacent to the site.
	Roundabout at entrance not suitable	1	The existing roundabout was examined in its design and the tracking of the largest of HGVs permitted on UK roads was found to have adequate room to complete the turning manoeuvre into the site.
	Drainage	1	The surface water runoff from the Plot 9 proposed development will be managed via a series of Sustainable Drainage System (SuDS)
Security	Anti-social behaviour including littering by HGV drivers	8	Parking restrictions: The entire length of the route from the A55 to the BCP is currently subject to a no waiting order which is denoted by the existing double yellow lines. The enforcement of this order will continue to be applied to ensure that breaches of the order are dealt with accordingly. Rubbish: As with all local roads, a schedule of litter picking will be maintained along the route to the BCP.
	Crime	4	There will be security at the site, provided by CCTV, fencing, marshalling, ANPR and counter-terrorism measures.
	Illegal trade/immigrants	3	As a result of being classed as part of the Government's estate, the site itself will be subject of a Threat and Risk Assessment (TARA). In addition, the site design will include the requirements for the site to be surrounded by the installation of a tall anti-climb fence and a substantial gated entrance. In the unlikely event that the need arises trained security marshals will deal with any trespassers and clandestine persons found on the site (Welsh Government will need to add what the local arrangements will be for the detention of clandestines when agreed by the local Constabulary and Border Force).
	Covid-19/social distancing	3	The ongoing and potential threat of COVID, and all that it stands for in relation to human health, is not a matter which can be overlooked. The site will be required to abide by whatever Welsh Government COVID rules are in place during the time of the site's operation and construction, by all staff and users.
	General security concerns	3	As a result of being classed as part of the Government's estate, the site itself will be subject of a Threat and Risk Assessment (TARA). In addition, the site design will include the requirements for the site to be surrounded by the installation of a tall anti-climb fence and a substantial gated entrance. In the unlikely event that the need arises trained security marshals will deal with any trespassers and clandestine persons found on the site (Welsh Government will need to add what the local arrangements will be for the detention of clandestines when agreed by the local Constabulary and Border Force).
	Concern about HGVs leaving Port of Holyhead and not entering BCP	2	Vehicles selected but not attending the BCP will be subject to separate action not within the remit of this application
Site needed/benefits	Site needed for reasons including Brexit	9	The end of the transition period saw significant changes to Welsh Government's relationship with the European Union, ending barrier-free access to the Single Market and participation in the Customs Union. This means physical checks are now required on certain goods entering the United Kingdom.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
			This new inspection regime will cover animals, plants and products of animal origin entering Wales from the Republic of Ireland and a proportion of any such imports will need to pass through a Border Control Post (BCP). Such checks are the responsibility of Welsh Ministers and Welsh Government are required to ensure goods entering the UK do not present a risk to public health or to the spread of animal and plant diseases.
	Site is already designated for commercial development	7	The site is allocated for employment use by Isle of Anglesey County Council through the adopted Joint Local Development Plan. The employment uses are defined as B1 Business - Offices, research and development of products and processes, light industry appropriate in a residential area. B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste). B8 Storage or distribution - Use for storage or as a distribution centre. This class includes open air storage. the proposed BCP is considered to be similar to that of B2 and B8 uses.
	Employment opportunities	5	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 or the Community Benefits Measurement Tool as part of the Wales Procurement Policy Statement 2021 (WPPS), thereby ensuring that local employment will be used as far as is possible to ensure a benefit to the local community. In addition, the Welsh Government will be undertaking the project via the North Wales Construction Partnership Framework and therefore the project will comply with the framework requirements. This strategy will form part of the site Operational Management Plan and will be developed once Welsh Government has appointed a site operator. Welsh Government will inform IoACC as these arrangements progress.
Site operation	Operating hours (i.e. 24/7) concern	8	<p>24 Hour operation: The 24-hour operation of the site is in direct reference to the arrival of the ferries at the port and the requirement to service a small proportion of the arriving HGVs which, as a result of their type of cargo, are required to attend the BCP for their loads to be inspected.</p> <p>Noise and pollution: Drivers of all HGVs attending the site will be instructed to turn off their engines whilst they are parked or being inspected, this will include any engines used for cooling refrigerated trailers. An acoustic bunding and fence will be incorporated into the site design to mitigate the noise levels from the site, proposed in the SDO Consenting Envelope and SDO Limitations. Refrigerated trailers requiring assistance to keep their cargo cold will be able to hook-up to an electrical supply. The site is designed as a one-way system for reasons of safety and to ensure the minimum amount of HGV movements.</p> <p>Lighting: The entire site is classed as a work area and as such under health and safety regulations the premises must be illuminated to a required standard so as to allow the safe movement of vehicles and pedestrians across the site. The design of the lighting will take into account of nearby premises and where possible will shield the light from the lamps. In addition, HGV drivers will only have their vehicle lights illuminated whilst they are manoeuvring around the site. The acoustic bunding and fencing will also mitigate the lights of the HGVs as they move across the site.</p>
	Duration	3	Welsh Government is seeking permanent use of this facility.
Construction	Disturbance during construction	6	<p>As part of the SDO consenting route, proposed limitations have been set on the hours worked, noise and lighting on the scheme to help protect nearby residents and limit disturbance.</p> <p>Construction works will be limited to the hours of 07:00-19:00 Monday-Friday, and 07:00-13:00 on Saturday. Any works outside of this are subject to approval of Section 61.</p> <p>Construction noise and vibration limits are to be set in accordance with BS5228. Any noise that could exceed these limits will be in accordance with approval through a Section 61 application.</p> <p>Construction lighting is to be used only when necessary, and directions, hooded and as low-level as practicable.</p>

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
Planning	Greenfield site concerns	5	<p>The site has previously been used for emergency stacking of vehicles under the Welsh Governments permitted development rights and therefore some development has occurred on the site recently. The site has already been allocated for employment uses by Isle of Anglesey County Council. Parc Cybi 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 are 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 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. Given the need for the Border Control Post, Welsh Government identified Plot 9, Parc Cybi as the most viable site, following a stringent site sifting process. The SDO proposes an envelope consent, which restricts buildings and hardstanding to the developable area and proposes to limit the height of buildings, it also proposes that a minimum of 10m landscape buffer of native mixed tree species shall be planted between the existing bund of trees and the developable area to screen the development from West-South-West views of the site from sensitive visual receptors living in nearby residential properties. Towards to eastern part of the site the landscape buffer shall comprise of 2 linear elements, one south of the main access road and another section parallel to the existing bund with trees. In total both elements combined, at any single point, will provide a minimum 10m landscape buffer. The existing landscape bund shall be retained and enhanced affording a degree of screening during the construction period and early operational period and until the landscape buffer becomes established</p>
Other	Public engagement	13	<p>Members of the public living within 1km of the site were provided with the following consultation materials:</p> <ul style="list-style-type: none"> • Engagement notification letter (English and Welsh) • 8-page information leaflet (English and Welsh) • Feedback form in (English and Welsh) • Freepost response form • General Data Protection Regulation (GDPR) privacy statement (English and Welsh) • Instructions to view consultation website https://inlandborderfacilities.uk/ <p>78 site notices advertising the consultation were also displayed around Holyhead, providing instructions to view consultation website. A formal public engagement period of 21 days was undertaken, and comments taken into account by Welsh Government, in support of the use of an SDO. As planning permission is being sought under emergency legislation, 21 days was the agreed time for response from members of the community.</p>
	Cumulative impacts of development(s) upon local infrastructure	7	<p>The site itself is in an area allocated for employment use within the Local Development plan. It has also been subject to a Masterplan Application (19C842A/EIA). Given the very low volumes of HGV traffic expected to and from the site using A55 J2, and given the limits proposed to be imposed on the development, as set out in the SDO Limitations, impacts on local infrastructure and services are expected to be at an acceptable level.</p>
	Quality of life	6	<p>The following features are proposed within the SDO Limitations to ensure that no significant environmental effects as indicated on the SDO Consenting Envelope plan:</p> <ul style="list-style-type: none"> • 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.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
Compensation	Tourism	3	<ul style="list-style-type: none"> • 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 measures will be implemented. Drivers of all HGVs attending the site will be instructed to turn off their engines whilst they are parked or being inspected, this will include any engines used for cooling refrigerated trailers. An acoustic bunding and fence will be incorporated into the site design to mitigate the noise levels from the site. Refrigerated trailers requiring assistance to keep their cargo cold will be able to hook-up to an electrical supply. • The existing landscape bund with trees would be retained and enhanced. • Additional landscaping buffers would be provided, with a minimum width of 10m from the existing landscape bund. This would comprise a densely planted woodland plantation containing native mixed tree species alongside the existing bund of trees to screen the development from West-South-West views of the site. • An existing pond located in the south eastern corner of the site would be retained. <p>The development is also expected to provide local employment opportunities and may encourage future development of the Parc Cybi area as the SDO will be granted on a permanent basis. The development of the BCP will support the longevity of port operations at Holyhead, contributing to the local economy.</p>
Compensation	Tourism	2	<p>It is not considered that the BCP will have a detrimental impact on tourism in the area. All trips to the proposed BCP will already be using the highway network between the Port of Holyhead and A55 J2, as well as frequently using the nearby site of Roadking, therefore it is unlikely that tourism will be affected.</p> <p>A number of proposed SDO limits have been drafted to mitigate the impacts of the development, and these have been taken into consideration when assessing whether there would be any adverse significant effects on landscape and visual impacts, these include;</p> <ul style="list-style-type: none"> • Maximum building height limits, to minimise visual impacts, • Avoidance of rocky outcrop, to provide screening of the site and retain important habitat • Setting of a Developable area, to reduce the visual impact of increased amounts of hardstanding in the AONB and minimise the footprint of the development. • Fencing/Boundary Treatments to ensure fencing design is in keeping with the local area • Built Form Finishes, to help reduce any adverse visual effects of the proposed development on the AONB and landscape character of the area • Lighting restrictions, to reduce the impact of light spill in the surrounding area • Landscaping, to help screen the development from nearby properties • Long term maintenance of the site, to ensure landscaping and screening is maintained • Emergency Access included to be comprised of grasscrete, to reduce the introduction of new hardstanding to areas within the AONB and reduce impacts upon the setting of Trignath Burial Chamber.

Theme	Summary of Feedback Received	Theme response quantity	Response to Feedback Received
	Concerns of live animal checks away from port, instead of at the port itself	1	<p>Sealing of vehicles and Health Certificates: This would be a matter for the Welsh Government to formulate a reply as to the reasoning behind their approach to this requirement.</p> <p>Animal welfare: The internal design of the live animal buildings takes into account the offloading, the holding in pens for inspection and the reloading of the animals to the vehicles. There is no intention to have external holding pens. The time allocated to this process will include the necessary washdown of the premises.</p> <p>Security of the vehicles between the port and the BCP: This would be a matter for the Welsh Government to formulate a reply as to how they would ensure that all relevant HGVs and their loads do not bypass the BCP.</p> <p>Traffic management of vehicles leaving the BCP: As part of the traffic management strategy, Welsh Government will ensure that HGVs leaving the site are not permitted to turn right into Lon Towyn Capel towards Trearddur and other local villages and that suitable enforceable signage will support this intention.</p> <p>Transmission of diseases at the BCP to local livestock: This would be a matter for the Welsh Government to formulate a reply as to the reasoning behind their choice of location, and how they would ensure that aerial transmission of diseases does not take place. The answer may include that the buildings are bio-secure and aerial transmission would be negated.</p>
	Concerns around future need for site - is it future proofed? Will site be relocated?	1	<p>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 capacity of the site is based upon recent demand together with an allowance for possible increase through the port of Holyhead. If in future, the need for increased development within the site exceeds the limits set out in the SDO, a separate TCPA application to Isle of Anglesey County Council would be required. Should the facility no longer be required, the current design of the buildings allow for their easy removal, or repurpose in line with the Local Plan designation and subject to a separate TCPA application.</p>

The highest proportion of responses came from those who self-identified as not living on the HGV route (within 100m) and or in the area (within 1,000m) of the site.

The locations of relevant Red Line Consultation Boundary and other community stakeholders relative to the proposed Border Control Post and HGV route are shown in the graphs below.

Figure 3.3: In what capacity are you commenting on the proposed Border Control Post that will service the Port of Holyhead? (Tick more than one if applicable)

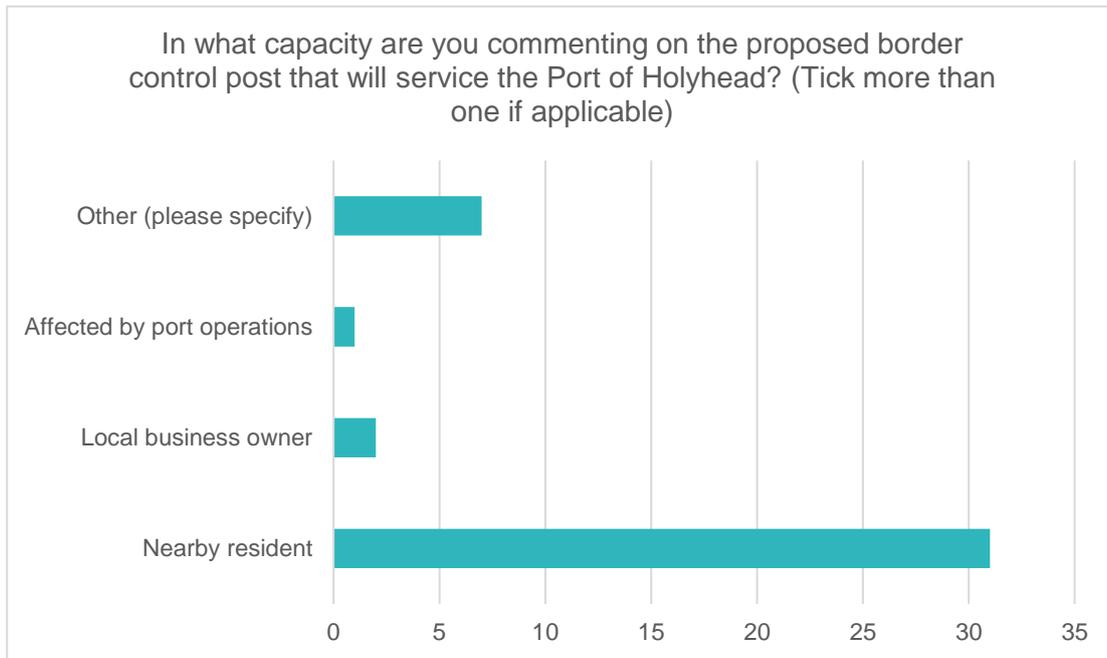


Figure 3.4: Do you live locally to the designated HGV route between the strategic road network and the proposed inland site?

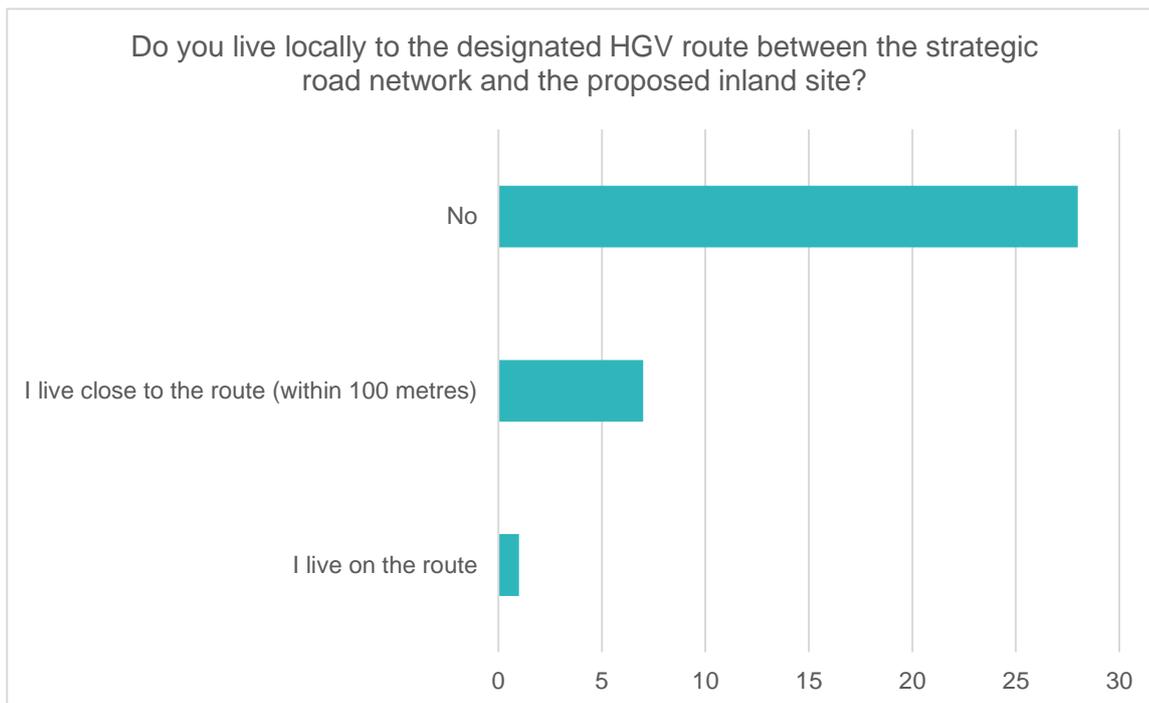
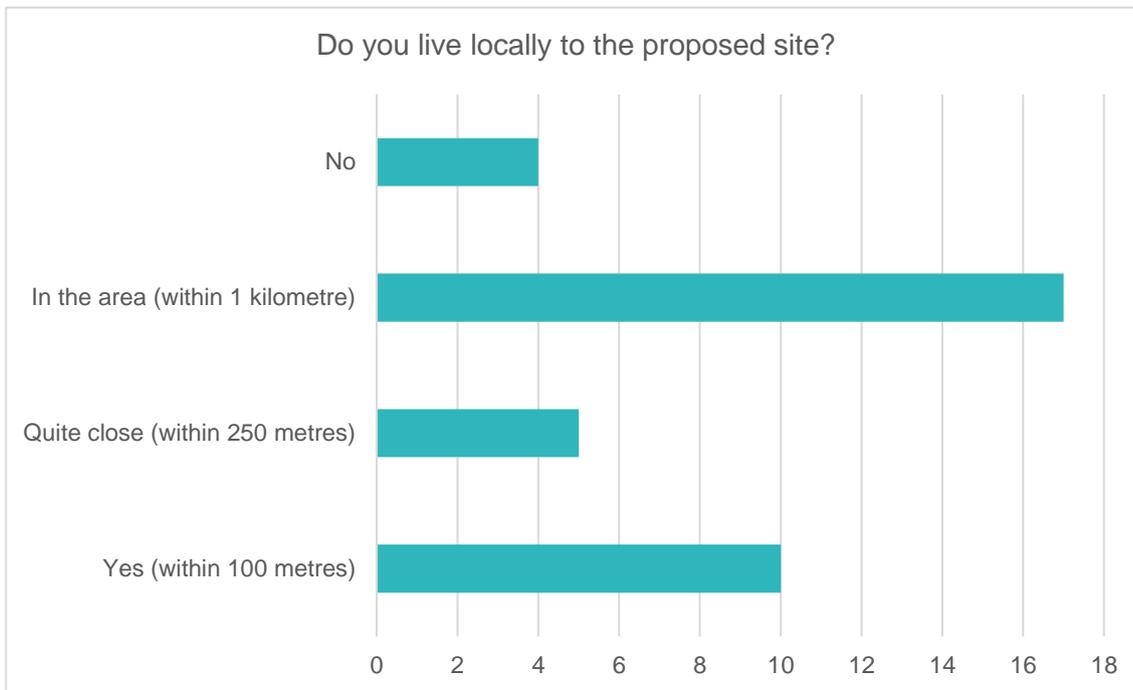


Figure 3.5: Do you live locally to the proposed site?



The locations of the closest respondents to the community consultation in relation to the Border Control Post are shown as blue pins in the maps below, with the indicative location of the Border Control Post designated by a red pin.

Figure 3.6: Respondent locations (Holy Island)

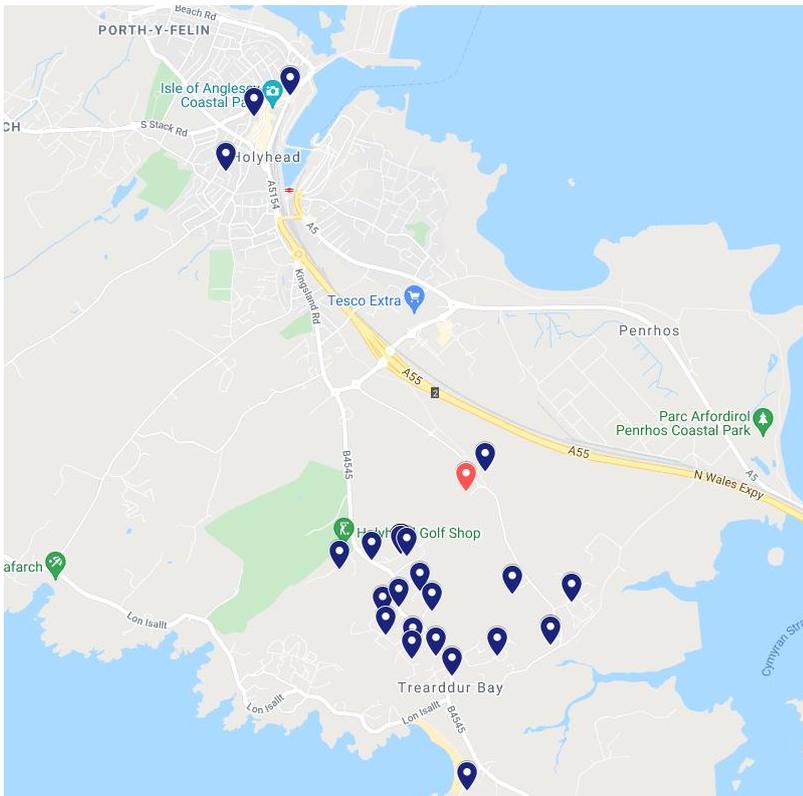


Figure 3.7: Respondent locations (Anglesey)

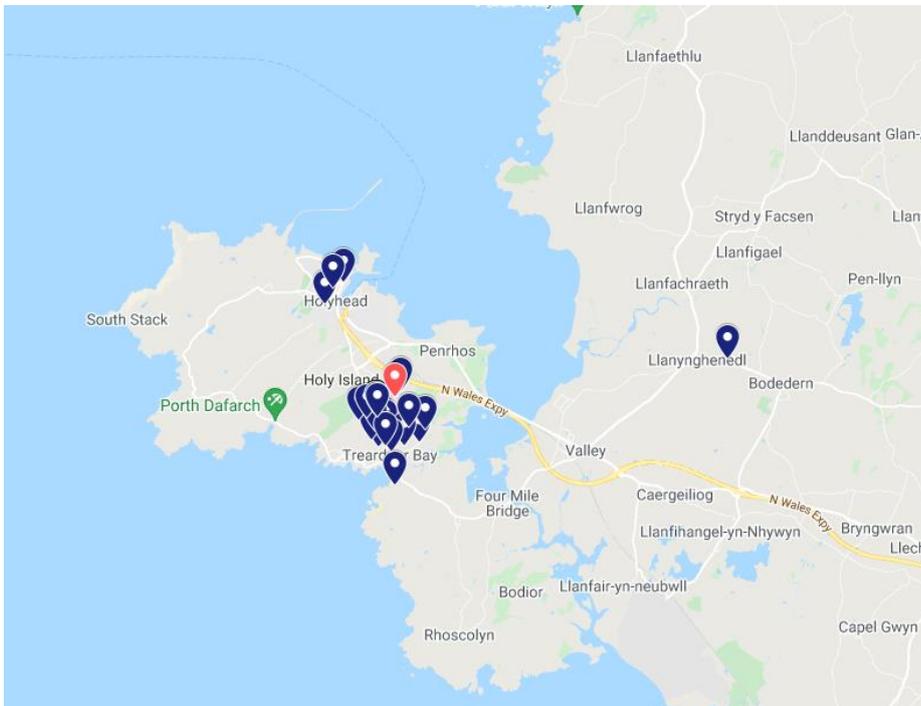
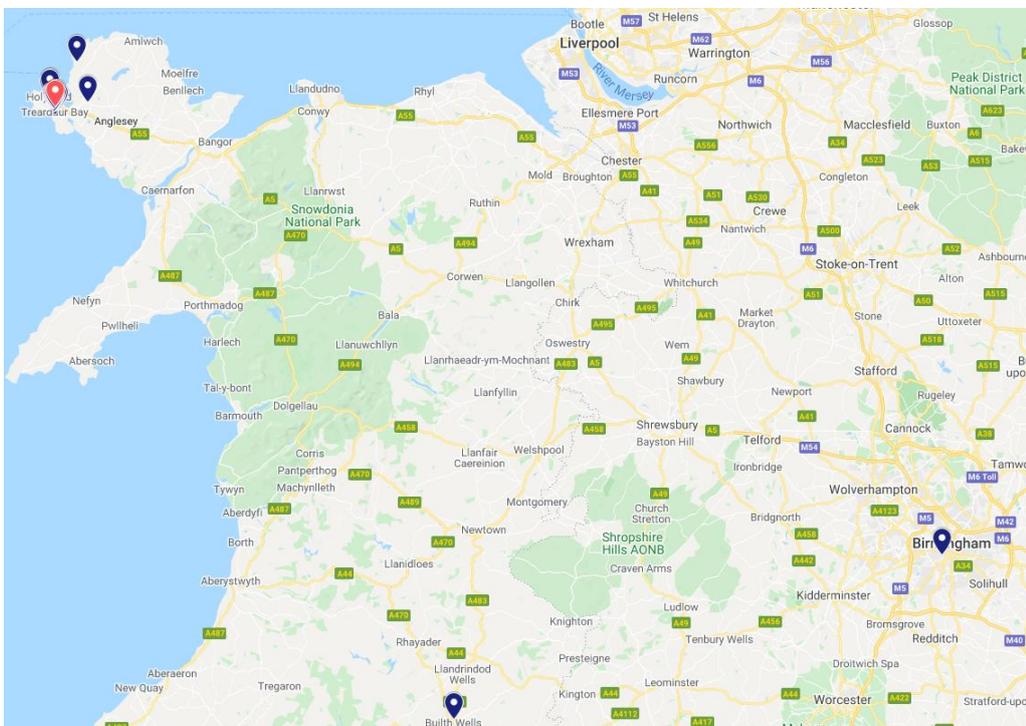


Figure 3.8: Respondent locations (All Locations)



4 Conclusion

The process has been effective in publicising the proposals, addressing technical and planning issues raised during the informal engagement and consultation process and communicating the need for a BCP to service the Port of Holyhead, enabling the continued acceptance of SPS goods coming from the EU.

The engagement and consultation process regarding the proposals has at all times been guided by the Gunning Principles relating to public engagement. The Gunning Principles are as follows:

1. engagement must take place when the proposal is still at a formative stage;
2. sufficient information must be put forward for the proposal to allow for intelligent consideration and response;
3. adequate time must be given for consideration and response and;
4. the product of engagement must be conscientiously taken into account.

This report demonstrates that meaningful engagement activities have been undertaken and 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.

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 plan (BCP21-006-05-00) and proposed SDO Limitations Spreadsheet (BCP21-006-06-00).

Appendix G 'Summary of the Design Process' summarises the detailed design process which underpins the SDO Limitations Spreadsheet and SDO Consenting Envelope Plan. This summary includes changes made during the design process as a result of refining the scheme requirements and the technical assessment of the scheme. It also highlights where stakeholder engagement has directly impacted design changes, the proposed Consenting Envelope and the proposed SDO limits.

Further engagement will take place with identified stakeholders as designs and operations progress. Commitments made to stakeholders around future engagement is evidenced in section 3 of this document.

This report demonstrates that the stakeholder engagement and consultation process undertaken to date accords with industry best practice and is similar in scope that required for planning applications in Wales.



Appendix A. List of Identified Consultees

Organisation	Contact	Contact Details
Stena Line (Port)	[REDACTED]	[REDACTED]
Stena Line (Operator)	[REDACTED]	[REDACTED]
Irish Ferries	[REDACTED]	[REDACTED]
Health and Safety Executive	[REDACTED]	[REDACTED]
North Wales Police	[REDACTED]	[REDACTED]
North Wales Fire and Rescue Service	[REDACTED]	[REDACTED]
The Crown Premises Fire Safety Inspectorate	[REDACTED]	[REDACTED]
Dŵr Cymru Welsh Water	[REDACTED]	[REDACTED]
Welsh Ambulance Service Trust	[REDACTED]	[REDACTED]
Isle of Anglesey County Council (IACC)	[REDACTED]	[REDACTED]
Natural Resources / Cyfoeth Naturiol Cymru (NRW)	[REDACTED]	[REDACTED]
Cadw	[REDACTED]	[REDACTED]
Gwynedd Archaeological Trust / Gwynedd Archaeological Planning Service (GAPS)	[REDACTED]	[REDACTED]
Land and Lakes	[REDACTED]	[REDACTED]
Traffic Wales	[REDACTED]	[REDACTED]
North and Mid Wales Trunk Road Agent (NMWTRA)	[REDACTED]	[REDACTED]

Appendix B. Copies of Main Representations Received from Consultees



Llywodraeth Cymru
Welsh Government

Plas Cefn, Unit 57, Cefn Coed
Parc Nantgarw, Cardiff CF15 7GG
Ffôn 0300 025 6000
E-bost cadw@gov.wales
www.cadw.gov.wales
0300 025 6000
cadw@gov.wales/cadw@llyw.cymru
www.cadw.gov.wales

██████████
Mott MacDonald

ibf@mottmac.com

Eich cyfeirnod
Your reference

Ein cyfeirnod

Our reference

Dyddiad

Llinell uniongyrchol
Direct line

Ebost

Email:

23 June 2021

0300 0250566

cadwplanning@gov.wales

Dear ██████████

Border control post - Plot 9, Parc Cybi, Holyhead

Thank you for your email of 2 June inviting our comments on the information submitted for the above.

This advice is provided in response to a consultation in regard to a concept design for a Border Control Post (BCP) at Plot 9, Parc Cybi, Holyhead that will establish the parameters to which any future design will have to adhere to, known as a consenting envelope, when a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990 is sought.

Our Senior Historic Environment Planning Officer has considered the information submitted and has provided the following assessment.

Scheduled monuments:

AN011 Trefignath Burial Chamber

AN012 Ty-Mawr Standing Stone

The proposed development area is located some 42m west of scheduled monument AN011 Trefignath Burial Chamber and some 495m southeast of scheduled monument AN012 Ty Mawr Standing Stone.

Mott MacDonald have prepared a draft design for the BCP and a report suggesting an envelope and framework for the BCP development, allowing for flexibility within certain prescribed limits. The BCP will have an adverse impact on the setting of the above scheduled monuments and the design has been prepared to reduce any adverse impact to a level that will not be significant. As such the proposed limits and constraints allowed for the detailed design of the BCP are essential in order to ensure that significant adverse impacts do not occur.

Mae Gwasanaeth Amgylchedd Hanesyddol Llywodraeth Cymru (Cadw) yn hyrwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawrogiad ohono.

The Welsh Government Historic Environment Service (Cadw) promotes the conservation and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg.
We welcome correspondence in both English and Welsh.



BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE



The constraints identified by Mott MacDonald to restrict the adverse impact of the BCP on the setting of the scheduled monuments are:

- Maximum building height
- Avoidance of rocky outcrop
- Developable area
- Built form finishes
- Formulation of access/egress
- Lighting
- Landscaping
- Long-term maintenance of planting

I concur that these are the correct constraints and that the proposed limits and the rationale for them are appropriate. In my opinion, if these parameters are used in any future design of the BCP, the adverse impact of the BCP on the settings of the scheduled monuments will not be significant.

If you have any further queries please do not hesitate to contact us via cadwplanning@gov.wales

Yours sincerely



Diogelu a Pholisi/ Protection and Policy



21st June 2021

Our Ref: 0621je/D3502.01

Private and Confidential

[REDACTED]
Welsh Government BCP sites Stakeholder Engagement Team
Mott MacDonald
Stoneham Place
Stoneham Lane
Southampton
SO50 9NW

Dear James,

Pre-planning consultation: Plot 9, Parc Cybi, Holyhead

Thank you for the above consultation. As noted in your email, we have already been in discussion with your colleagues about archaeological matters associated with the proposed development, including participation in the recent heritage and landscape workshop, held virtually on 10th June 2021. As outlined in these discussions, the proposed development site has been subject to a comprehensive programme of archaeological investigation, which preceded the creation of the current temporary facility at the site. This work, undertaken by Brython Archaeology earlier this year, identified archaeological remains across the site, including a probable later prehistoric hut settlement, evidence of earlier prehistoric occupation, and post-medieval agricultural features. All the identified archaeology was fully excavated and recorded, and samples were taken from the adjoining wetland area for palaeoenvironmental analysis. While post-excavation work is ongoing, the site is now considered to be archaeologically sterile, with no requirement for further mitigation investigation in the event of future development.

The principal historic environment concern for the proposed scheme has been correctly identified as the impact upon the setting of the Trefignath Burial Chamber (scheduled monument AN011), which is opposite and to the east of the site. We acknowledge that this has been considered in the proposed design and layout from inception, and welcome the inclusion of a green buffer on this side of the site, incorporating the outcrop and new planting. This will alleviate the encroachment of built development and the visual impact to a degree; however, factors such as the height, colour, materials and lighting of the scheme must also be considered. The environmental colour assessment and cross-sections provided to date are useful in this regard, but additional illustrations (in the form of cross-sections, photomontages etc) will be necessary to show the appearance of the scheme as viewed from the monument, and enable informed assessment of the impact it may have.

As noted in the recent workshop, any off-site mitigation proposals such as planting for landscape, visual or ecological benefit, could have archaeological implications. This may be through introducing new barriers in the landscape (interrupting sightlines) or potentially disturbing buried archaeological deposits. Should such measures be considered, please contact us to establish whether any archaeological constraints may exist.

Cadeirydd/Chair - David Elis-Williams MA(Oxon), MSc, CPFA

Prif Archaeolegydd/Chief Archaeologist - Andrew Davidson, B.A., F.S.A., MCIfA

Mae Ymddiriedolaeth Archaeolegol Gwynedd yn Gwmni Cyfyngedig (Ref Cof. 1180515) ac yn Elusen (Rhif Cof. 508849)
Gwynedd Archaeological Trust is both a Limited Company (Reg No. 1180515) and a Charity (Reg No. 508849)





Similarly, we would be pleased to advise should there be scope for incorporating information about the archaeology of the site within the scheme.

Please do not hesitate to contact me with any queries regarding the above.

Yours sincerely

[REDACTED]

Senior Planning Archaeologist

Ymgysylltu ffurfiol ar ran Llywodraeth Cymru ynghylch cynlluniau ar gyfer safle rheoli ffiniau ym Mhlot 9, Parc Cybi, Caergybi

Cyfeiriaf at yr uchod ac at y wybodaeth bellach a ddarparwyd ar 2 Mehefin 2021 yn ceisio sylwadau gan Gyngor Sir Ynys Môn (CSYM) er mwyn cynorthwyo wrth ddatblygu cynigion.

Mae CSYM yn croesawu ac yn gwerthfawrogi'r cyfle a rydd yr ymgysylltu hwn ac mae'n annog Llywodraeth Cymru i sicrhau fod materion sy'n peri pryder yn lleol ac effeithiau negyddol ar dderbynyddion yn cael eu cynllunio allan, neu eu bod o leiaf yn cael eu lliniaru hyd at lefelau rhesymol.

Mae'r un mor hanfodol sicrhau y manteisir i'r eithaf ar fuddion a chyfleoedd lleol drwy greu swyddi a chyfleoedd hyfforddiant a chaffael drwy flaenoriaethu cyfleoedd yn y gadwyn gyflenwi leol lle bo'n bosib, yn ystod cyfnod adeiladu a chyfnod gweithredol y cyfleuster. Dylai'r datblygiad geisio cyflogi pobl o Ynys Môn ac anogir trafod hyn gyda'r Ganolfan Waith leol / asiantaethau cymorth cyflogaeth lleol megis MonCF.

Deallir bod defnydd arfaethedig Llywodraeth Cymru o'r safle'n cael ei ganiatáu drwy Orchymyn Datblygu Arbennig o dan adran 59(3) Deddf Cynllunio Gwlad a Thref 1990 er mwyn darparu caniatâd parhaol ar gyfer safle rheoli ffiniau.

Mae'r ymgysylltu cyfredol mewn perthynas ag 'amlen Ganiatâd' a fydd yn darparu'r fframwaith datblygu ar gyfer cais Gorchymyn Datblygu Arbennig ac mae'n nodi'r paramedrau uchaf a'r cyfyngiadau ar gyfer y datblygiad.

Mae lluniad 'Trefniant Cyffredinol' yn dangos bwriadau presennol ar gyfer dyluniad y safle wedi cael ei ddarparu ynghyd ag 'amlen ganiatâd' sy'n dangos y paramedrau y bydd rhaid i unrhyw ddyluniad diwygiedig weithio oddi mewn iddo.

Formal engagement on behalf of the Welsh Government on plans for a border control post at Plot 9, Parc Cybi, Holyhead

I refer to the above and to the further information provided on the 2 June 2021 seeking representations from the Isle of Anglesey County Council (IACC) to assist in developing proposals.

The IACC welcomes and appreciates the opportunity afforded by this engagement and urges the Welsh Government to ensure that issues of local concern and negative impacts on receptors are designed out, or as a minimum mitigated down to acceptable levels.

It is equally essential to ensure that local benefits and opportunities through job creation, training and procurement are maximised by giving priority to local supply chain opportunities where possible, during both construction and operation of the facility. The development should seek to employ people from Anglesey and discussion this with the local Job Centre / local employment support agencies such as MonCF is encouraged.

It is understood that the Welsh Government's proposed use of the site is being consented through a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990 to provide a permanent consent for a border control post.

The current engagement is for a 'Consenting envelope' that will provide the framework for development for an SDO application and sets the maximum parameters and limitations for which development can occur.

A 'General Arrangement' drawing showing current intentions for site design has been provided and a 'consenting envelope' that shows the parameters to which any altered design must work within.

Er bod dyluniad y safle wedi datblygu dros gyfnod o fisoedd, nodir y gallai newid eto yn dilyn adborth technegol bellach gan randdeiliaid a mewnbwn gan ddarpar adeiladwyr a gweithredwyr y safle. Yn y cyswllt hwn, byddai CSYM yn gwerthfawrogi pe bai'r dull cydweithredol a fabwysiadwyd hyd yma yn parhau.

Yn dilyn trafodaethau gyda swyddogion CSYM yn ddiweddar mewn gweithdy pwnc penodol i adolygu'r amlen ganiatâd, dyluniad cyfredol y safle ac i rannu canfyddiadau asesiadau technegol a gyflawnwyd hyd yma, gellir crynhoi sylwadau swyddogion ar y meysydd pwnc fel a ganlyn;

Ecoleg/Bioamrywiaeth

Er na chanfu arolwg ar y safle a'r cyffiniau unrhyw dystiolaeth o fadfallod cribog, dylid cynnwys rhai nodweddion gwella cynefin sy'n addas ar gyfer y rhywogaeth hon yn y gwaith tirlunio. Er enghraifft, rhai pyllau bach na fydd yn rhan o'r systemau draenio cynaliadwy (SuDS).

Yn yr un modd, dylid cynnwys rhai buddion ar gyfer ymlusgiaid yn y gwaith tirlunio, er enghraifft, gwella cynefinoedd i gysylltu neu i fod yn 'gerrig camu' rhwng dwy ardal neu fwy sydd â photensial ar gyfer ymlusgiaid ar hyn o bryd.

Mae'n bwysig fod yr holl nodweddion tirwedd sy'n berthnasol i fioamrywiaeth yn cael eu rheoli drwy gydol oes y cynnig, ac nid am y 15 mlynedd sy'n cael ei gynig ar hyn o bryd. Nid yw gofynion Deddf Amgylchedd Cymru ar gyfer gwarchod a gwella bioamrywiaeth yn pennu cyfyngiadau amser ac mae angen ymrwymiad hirdymor.

Tirwedd

Er nad yw CSYM wedi gweld yr Asesiad o'r Dirwedd a'r Effaith Weledol a baratowyd, gwneir y sylwadau a ganlyn;

It is noted that whilst the site design has evolved over the months, it could still change following further technical stakeholder feedback and input from future site constructors and operators. In this respect, the IACC would appreciate if the collaborative approach adopted thus far continues.

Following recent topic specific workshop discussions with IACC officers to review the consenting envelope, current site design and communicate the findings of technical assessments undertaken thus far, the officer comments on these topic areas can be summarised as follows;

Ecology/ Biodiversity

Even though survey on and near to the site has not found evidence of crested newts, some habitat enhancement features suitable for this species should be included in the landscaping. For example, some small ponds which will not be part of Sustainable Drainage systems (SuDS)

Likewise, some benefits in landscaping for reptiles should be included, for example habitat improvement to link or act as 'stepping stones' between two or more areas which currently have reptile potential.

It is important that all biodiversity-relevant landscape features are to be subject to conservation management for the lifetime of the proposal, and not the 15 years currently proposed. The Environment Wales Act requirements for conserving and enhancing biodiversity does not specify time limits and a long-term commitment is required.

Landscape

Whilst the IACC have not had sight of the Landscape and Visual Impact Assessment (LVIA) that has been prepared the following comments are made;

Mewn perthynas â thriniaethau ar gyfer y ffensys o gwmpas ffiniau'r safle: cytuno gyda defnyddio Asesiad Amgylcheddol o Liwiau er mwyn helpu i benderfynu ar liw/gorffeniad: gallai pren sydd ag ôl tywydd naturiol arno fod yn dderbyniol hefyd. Awgrymwyd uchder o 4m ar gyfer y ffens acwstig a ddangosir ar y lluniadau croestoriad (nid yw'n cael ei ddangos ar 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) ac ar yr uchder hwn, byddai gwaith tirlunio o bosib yn effeithiol i guddio'r ffens dros gyfnod hwy o amser.

Gorffeniadau ffurfiau adeiledig: cynhaliwyd Asesiad Amgylcheddol o Liwiau ac mae wedi nodi ystod o liwiau addas. Mae'n well gan CSYM liwiau tywyllach, oddi fewn i'r ystod a nodwyd fel rhai dangosol/addas ar gyfer yr ardal, ac yn arbennig y to. Dylid defnyddio gorffeniad di-sglein ar gyfer toeau er mwyn osgoi llewyrch. Gellid defnyddio ystod o liwiau i leihau effaith mas o adeiladau mewn golygfeydd lleol.

Goleuadau: mae angen osgoi llygredd golau a fyddai, o'i gyfuno â'r llinell sylfaen, yn ychwanegu mewn ffordd annerbyniol at effeithiau andwyol ar gymeriad yr ardal oddi mewn i'r AHNE, neu ymddangosiad y safle o ystod o dderbynyddion gan gynnwys rhai preswyl.

Tirlunio: bydd angen ei reoli yn yr hirdymor os yw am fod yn effeithiol o ran lleihau effeithiau. Byddai lledu'r glustog arfaethedig yn cynyddu'r potensial iddi leihau effeithiau gweledol. Fodd bynnag, ni fydd hyn yn digwydd mewn cyfnod amser rhesymol fel y byddai effeithiau andwyol sylweddol pe byddent yn cael eu nodi yn yr Asesiad o'r Dirwedd ac Effeithiau Gweledol yn cael eu gostwng i lefel ganolig.

Mae adran 1.2 yn nodi y bydd yr asesiad amgylcheddol ar gyfer y Gorchymyn Datblygu Arbennig yn darparu tystiolaeth na fydd y cynnig yn cael effeithiau amgylcheddol sylweddol. Mae'r atodiad yn nodi *bod 'cadw a gwella'r bwnd â*

In respect of fencing boundary treatments: agree with use of Environmental Colour Assessment (ECA) to help determine colour/finish: naturally weathered timber may also be acceptable. A height of 4 metres was suggested for the acoustic fence shown on the cross section drawings (it is not shown on 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) and at this height, landscaping would potentially provide effective screening for the fence within a longer timeframe.

Built form finishes: an ECA has been carried out and has indicated a range of suitable colour finishes. The IACC preference is for darker colours, within the range identified as indicative/suitable for the area particularly for the roof. Matt finishes should be used for the roof use to be used to avoid glare. A range of colours could be used to reduce the effect of building mass in localised views.

Lighting: needs to avoid light pollution such that it would in combination with the baseline add unacceptably to adverse effects on the character of the area within the AONB, or the appearance of the site from a range of receptors including residential ones.

Landscaping: will require long-term management if it to be effective in reducing effects. Widening the buffer as proposed will increase the potential for it to reduce visual effects; however, this will not occur within a reasonable timeframe such that substantial adverse effects, if identified in the LVA would be reduced to medium.

Section 1.2 notes that the environmental assessment for the SDO will evidence that the proposal will not result in significant environmental effects. The appendix notes that *'the retention and enhancement of the existing vegetated*

llystyfiant arno sydd eisoes yn bodoli yn hanfodol i leihau effeithiau niweidiol sylweddol i dderbynyddion gweledol. Heb weld yr Asesiad o'r Dirwedd a'r Effeithiau Gweledol, nid yw'n eglur a nodwyd effeithiau sylweddol i olygfeydd gerllaw dderbynyddion preswyl ac a yw pwysau priodol yn cael ei roi i fesurau lliniaru yn gysylltiedig â'r dirwedd i leihau effeithiau.

Systemau Draenio Cynaliadwy (SuDS)

Er nad yw'r broses Corff Cymeradwyo Systemau Draenio Cynaliadwy (SAB) wedi'i chynnwys yn y broses Gorchymyn Datblygu Arbennig, mae Ymgynghoriaeth Gwynedd, YGC, wedi gweld y 'Trefniant Cyffredinol' ac wedi gwneud y sylwadau a ganlyn;

Mae'n dangos prif nodweddion system ddraenio gynaliadwy, casglu dŵr, lleiniau hidlo, pantiau, pyllau arafu ac ati, ond mae angen mwy o fanylion ynghylch dyluniad y system ddraenio e.e. manylion rheoli gollyngiadau o lwythi trelar a gwahanwyr olew a thanwydd ac ati, ond ar y cyfan, mae'r dyluniad safle hwn yn cyd-fynd â thrafodaethau blaenorol.

Gwarchod y Cyhoedd.

Dylai'r Rhwystr Acwstig 5m arfaethedig fod â dwysedd o >25kg/m² o leiaf a dylai fod yn 'amsugol' yn hytrach nag yn 'adlewyrchol'. Deallir mai dyma yw'r opsiwn a ffafrir.

Argymhellir defnyddio Hysbysiadau Caniatâd Ymlaen Llaw Adran 61 (o dan Ddeddf Rheoli Llygredd 1974) (fel y defnyddiwyd wrth adeiladu'r cyfleuster stacio lorïau presennol). Bydd hyn yn caniatáu rheoli dyddiadau ac amseroedd gweithredu, rhestru cyfarpar sy'n cynhyrchu sŵn ac yn caniatáu i'r datblygwr gytuno ar baramedrau gweithredu.

Ni ragwelir bod problemau o ran ansawdd aer ar y safle; naill ai yn ystod y cyfnod gweithredu na'r cyfnod adeiladu.

bund is essential to reduce significant adverse effects to visual receptors'. Without seeing the LVA, it is unclear whether significant effects to viewpoints close to residential receptors have been identified and whether appropriate weight is being given to landscape mitigation to reduce effects.

Sustainable Drainage systems (SuDS).

Whilst the SuDS Approving Body (SAB) process lies outside the SDO process Gwynedd Consultancy YGC have had sight of the 'General Arrangement' drawing and have commented that;

It shows the main SuDS features, water harvesting, filter strips, swales, attenuation ponds and so on, more detail to the drainage design needed e.g. details of trailer load spillage control and oil and fuel separators and so on, but for the most part, this site design is in line with previous discussions.

Public Protection.

The proposed 5m Acoustic Barrier should be a minimum density of >25kg/m² and 'absorptive' rather than 'reflective'. It is understood that this is the preferred option.

The use of a Section 61 Prior Consent Notice's (under the Control of Pollution Act 1974) is advocated (as used during the construction of the current HGV stacking facility). This will enable control over operational dates and times, lists noise making equipment and allows the developer to agree operating parameters.

It is not anticipated that there are issues with air quality at the site; either during operational use or construction.

Mae angen cytuno ar Gynllun Rheoli Amgylcheddol Adeiladu (CEMP) sydd yn manylu ar fesurau i reoli sŵn, dirgryniad, goleuni a llwch ac ati.

Priffyrdd a Thraffig.

Gan ystyried safon y rhwydwaith priffyrdd rhwng y A55 ar safle arfaethedig nid oes yna bryderon mawr gan yr Awdurdod Priffyrdd. Yn ogystal mae nifer o symudiadau traffig (cynnwys staff a lorïau/faniau y bydd yn cael eu harchwilio) yn gymharol isel ac wedi eu gwasgaru dros gyfnod o 24 awr.

Cyflwynwyd sylwadau penodol eisoes yn ymwneud a'r Datganiad Trafnidiaeth Drafft a'r Cynllun Teithio Amlinellol Drafft.

Aelodau Lleol.

Yn ogystal â'r sesiynau gweithdy y cyfeiriwyd atynt yn flaenorol gyda swyddogion, cynhaliodd y Prif Swyddog Cynllunio sesiwn briffio mewnol gydag aelodau lleol Caergybi ac Ynys Cybi ar 11 Mehefin 2021.

Yn ogystal â'r materion a amlygwyd yn flaenorol gan aelodau yn y sesiwn briffio a gynhaliwyd gan Lywodraeth Cymru ar 24 Mawrth 2021, codwyd y materion ychwanegol a ganlyn;

Ceisiodd aelodau gadarnhad bod angen hirdymor yn bodoli ar gyfer y cyfleuster hwn a chwestiynwyd y bwriadau o ran defnyddio'r safle yn y dyfodol.

Roedd pryder ynghylch graddfa'r cynigion cychwynnol a pham nad oedd dull mwy cynyddol neu gam wrth gam mewn ymateb i alw yn cael ei argymhell?

Nodwyd bod yr amserlenni presennol ar gyfer y gwaith adeiladu a'r safle'n dod yn llwyr weithredol yn awgrymu y byddai angen rhyw fath o drefniadau 'interim'; beth yw'r trefniadau hyn?

A Construction Environmental Management Plan (CEMP) needs to be agreed that details measures for the control of noise, vibration, light and dust etc.

Highways and traffic.

When considering the quality of the highway network between the site and the A55 there are no major concerns from a Highway Authority perspective. In addition, the number of traffic movements (including HGVs/vans that will be inspected) are relatively low and dispersed over a 24 hour period.

Specific comments relating to the Draft Transport Statement and Draft Outline Travel Plan have already been submitted under separate cover.

Local Members.

In addition to the aforementioned workshop sessions with officers the Chief Planning Officer undertook an internal briefing session with the Holyhead and Ynys Cybi local members on the 11th June 2021.

In addition to the matters previously highlighted by members at the briefing session held by the Welsh Government on the 24th March 2021 the following additional matters were raised;

Members sought confirmation that a long term need for this facility existed and questioned future intentions for the use of the site.

There was concern at the initial scale of proposals and why a more incremental or phased approach in response to demand was not proposed?

It was noted that current timeframes for construction work and the site becoming fully operational indicated that some form of 'interim' arrangements would be required; what are these?

Mae llifogydd a dŵr yn llifo i eiddo cyfagos yn parhau i fod yn bryder ac mae angen ei liniaru.

Mae'n bwysig bod hwn yn cael ei weld fel 'safle Gwyrdd'; o ran dulliau adeiladu a manylebau ac yn ystod y cyfnod gweithredol e.e. pwyntiau gwefru ar gyfer cerbydau tanwydd dwbl.

I gau gellir gadarnhau fod CSYM yn cefnogi'r egwyddor o greu'r Safle Rheoli Ffiniau ym Mharc Cybi. Fodd bynnag, fel y gwyddoch mynegwyd nifer o amheuon a phryderon eisoes gan swyddogion ac aelodau fel ei gilydd.

Ar y cyfan, maent yn canolbwyntio ar yr effeithiau uniongyrchol ar yr eiddo preswyl sy'n agos at y safle.

Mae angen cymryd effeithiau ehangach i ystyriaeth hefyd. Maent yn cynnwys (ond nid ydynt wedi'u cyfyngu i): goleuo, sŵn, llygredd, draenio, amwynder gweledol, integreiddio â'r dirwedd, ecoleg, rheoli traffig a manteisio i'r eithaf ar fuddion economaidd.

Mae'r pryderon a'r amheuon hyn yn parhau ac mae CSYM yn ystyried ei bod yn hanfodol bod y cais Gorchymyn Datblygu Arbennig yn ymateb yn gadarnhaol iddynt ac yn mynd i'r afael â'r materion a godwyd wrth osod paramedrau'r datblygiad.

Mae disgwyliad clir mai dyma fydd yr achos ac y byddant yn cael eu hymgorffori yn eich adroddiad ymgysylltu a fydd yn cael ei gynnwys gyda'r cynigion safle penodol a gyflwynir i Weinidogion Cymru.

Gofynnir hefyd bod CSYM a phreswylwyr lleol yn derbyn diweddariadau rheolaidd wrth i ddatblygiadau ar y safle fynd rhagddynt.

Flooding and runoff to neighbouring properties remains a concern and needs to be mitigated.

It is important that this is seen as a 'Green site'; in terms of building construction and specification and during the operational phase e.g. charging points for dual fuel vehicles.

To close, it can be confirmed that the IACC supports the principle of creating the Border Control Point (BCP) at Parc Cybi, however, as you will be aware a number of reservations and concerns have previously have expressed by officers and local members alike.

In the main they are focused on the direct impacts on the residential properties in the immediate vicinity of the site.

In addition, there are also wider impacts to be taken into account, these include (but not limited to): lighting, noise, pollution, drainage, visual amenity, landscape integration, ecology, traffic management and maximising socio economic benefits.

These concerns and reservations remain and the IACC considers that it is imperative that the SDO application responds positively and addresses the issues raised when setting out the development parameters.

There is a clear expectation that this will be the case and are incorporated within your engagement report that will accompany the submission of site-specific proposals to Welsh Ministers.

It is also requested that as developments at the site progress the IACC and local residents receive regular updates.



**LAND
& LAKES**
Developing Legacies

Welsh Government BCP Stakeholder Engagement Team,
Mott MacDonald Ltd,
Stoneham Place,
Stoneham Lane,
Southampton.
SO50 9NW

Date: 22 June 2021

Dear Sir / Madam,

Welsh Government plans for a Border Control Post at Plot 9, Parc Cybi, Holyhead, Anglesey.

I write on behalf of Land and Lakes (Anglesey) Ltd (Land and Lakes) as owners of land adjoining and nearby Plot 9, Parc Cybi, Holyhead. This follows initial correspondence with James Gradwell and Ria Monckton of the BCP Stakeholder Engagement Team during the last month.

Detailed information regarding our landholding and concerns has been provided to Mr Gradwell, which has been responded to pro-actively, however we wish to formally record our concerns which we hope will be taken into account within the terms of approval to the above development proposals.

For information in brief; Land and Lakes own land to the south-east and north-west of Parc Cybi, also land further to the south east at Cae Glas and Penrhos. This landholding was previously owned by Anglesey Aluminium Metals Ltd until August 2016. Our landholding is subject to a consented development approval (46C427K/TR/EIA/ECON) granted in April 2016 for development of Leisure, Accommodation and Housing uses. Land at Cae Glas, to the south east of Parc Cybi is consented for use as leisure accommodation. This land is to be accessed via the existing road system through Parc Cybi, accessing our development site from the southern roundabout, adjoining Plot 9.

Our concerns are;

1. Surface Water run-off;

Land and Lakes own land to the south - east of Plot 9, Parc Cybi, including the field surrounding the Trefignath Burial Chamber (Historic Monument). To the south eastern boundary of this field, adjoining woodland also within our ownership, sits a watercourse. To the north-eastern boundary of this field sits the A55 Expressway. This watercourse drains into a culvert constructed below the A55, discharging via a ditch and further culvert below the Network Rail line, into a culverted surface water system within the Orthios development site (previously the Anglesey Aluminium smelting site), eventually discharging to the sea at Penrhos beach.

Land and Lakes previously commissioned consultants to undertake an assessment of the surface water system to understand risks in connection with rainwater disposal to our land at Cae Glas. This study identified the land area drained by the stream referred to above, which includes practically the whole area of Plot 9 within Parc Cybi. (We have previously provided plans of the surface water system extracted from our assessment, which we will issue in full if of use, upon request.)

Our concern in this matter is that the capacity of this watercourse is restricted to the capacity of the culverted system discharging from our land. Our development proposals are restricted to 'green field' run-

off, requiring on site attenuation to manage periods of flood and to mitigate run-off from buildings and hard surfacing. We must request that similar restrictions are proposed and applied to the surface water system serving Plot 9, as this currently undeveloped site will, it appears, be subject to substantial hard-surfacing and building footprint – accelerating surface water run-off from the whole site.

Mr Gradwell has provided re-assurance in this matter, however we request adequate information is provided, inclusive of calculations, to verify that the proposed development of Plot 9 will not increase surface water run-off from that existing.

2. Visual impact;

As described above, Plot 9 adjoins the route which will serve our consented leisure accommodation development at Cae Glas. We note the intention to screen plant the boundary of Plot 9 to minimise the visual impact of the buildings and operation of the Border Control Post use of this site. Our concerns are in respect of timing and future maintenance of this screen planting. We would expect within the development approval there to be restrictions to require the boundary screen planting to be installed as a preliminary phase of the development works – to maximise the density and effect of this planting at commencement of use of the site, plus require that this planting is fully maintained, including any necessary re-planting, for the duration of the use (in perpetuity) of this site as the Border Control Post.

Our landholding includes the nearby Trefignath Burial Chamber, whose setting will be impacted by the use proposed for Plot, as recognised within the assessments we have been provided with. This historic monument should not be disregarded and further reinforces the need for the above obligations.

3. Noise and Light pollution;

As confirmed by the proposal documents provided, the proposed Border Control Post is anticipated to operate on a 24/7 basis. It will therefore be a source of noise and artificial light impacting upon surrounding occupiers that does not exist at present.

Our concern is the potential impact upon our consented leisure project. We understand these issues are under consideration within the development proposals, but would expect that specific restrictions are imposed with the development approval regard maximum noise and light levels, reflecting the hours of operation of this facility.

4. Road system capacity;

Also as explained above, our consented leisure accommodation site at Cae Glas is planned to be served by the road network through Parc Cybi, to avoid overloading local roads. Our understanding from the proposal documents provided is the Border Control Post will serve up to 40 haulage vehicles per day.

Our concern in this matter is in respect of further growth in use of this site, potentially impacting on the Parc Cybi road system, which if blocked by waiting haulage vehicles, will cause delay and disruption on the road system.

Re-assurance would be provided by inclusion of a maximum operating capacity for the site, as a restriction within the development approval.

I would be grateful for confirmation that these issues are considered in detail during the further assessment of the proposal to use Plot 9 in this manner, and I request that we are notified of the resulting considerations within the development approval, should that be achieved.

Should any further detail or clarification be required, please contact myself as below.

Yours Sincerely,

A handwritten signature in black ink, appearing to be 'R. Sidi', written in a cursive style.


Project Director,
Land & Lakes (Anglesey) Ltd.

CC:
Richard Sidi, Chief Executive, Land and Lakes (Anglesey) Ltd.

Maes Y Ffynnon,
Penrhosgarnedd,
Bangor,
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LL572DW

ebost/email:
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██████████
Welsh Government BCP Sites Stakeholder Engagement Lead
Mott MacDonald
Stoneham Place
Stoneham Lane
Southampton
SO50 9NW

22/06/2021

For the attention of: Welsh Government BCP Sites Stakeholder Engagement Team

Dear ██████████

SPECIAL DEVELOPMENT ORDER (SDO) UNDER SECTION 59(3) OF THE TOWN AND COUNTRY PLANNING ACT 1990

STAGE B CONSULTATION

BWRIAD / PROPOSAL: BORDER CONTROL POST FACILITY

LLEOLIAD / LOCATION: PLOT 9, PARC CYBI, HOLYHEAD

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which we received on 2/6/2021. We have reviewed the information provided within the Stage B report (Mott Macdonald, dated May 2021), including the SDO Limits and Constraints table.

Please note that our comments are without prejudice to any comments we may wish to make when consulted as part of the SDO process or on the submission of more detailed information. At the time of any application there may be new information available which we will need to take into account in making a formal response.

Protected Landscapes

The proposal is located within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB), within Landscape Character Area 2: Holy Island, as defined in the Anglesey Landscape Strategy Update 2011. Our advice relates to the potential impacts on the AONB.

Further to our previous consultation advice on 13/4/2021 (CAS-142403-Z5J8), we note that this Stage B consultation includes an SDO Limits and Constraints table which details parameters, some of which relate to minimising landscape impacts. However, we advise that further information is required on the following aspects.

Planting scheme

We advise that you should seek clarification on the soil amelioration and establishment techniques, along with the proposed species mix, in relation to the 10m landscape buffer to the west and south. The nature of the cleared site indicates that the ground in the areas for planting is potentially compacted. This clarification is required in order to demonstrate that the planting scheme within the 10m buffer will be effective.

Environmental Colour Assessment (ECA)

We welcome the production of an ECA but, as outlined in the meeting on 10/6/2021, we advise that you reconsider the very pale colour palette selected for the building roofs.

The assessment follows the general principles outlined in the NRW ECA Paper and the Landscape Institute Environmental Colour Assessment TIN 04/2018 in identifying the colour palette of the existing landscape and of existing buildings, but does not set out the scope of the assessment or explain how the chosen palette for the buildings, and particularly the roofs have been arrived at.

As noted at section 4.2 of the ECA, the site lies within the Anglesey AONB and whilst the site itself forms part of the industrial estate, adjacent landscapes of high value lie to the south and west. The buildings are likely to be visible from the adjacent higher sensitivity landscape within the AONB to the south, west and north west, where the land rises and there would be views looking down to the site.

The assessment notes at section 5.3, that the baseline colours of the landscape are muted browns and greens, moss greens and grey blues with some accent colours such as the yellow gorse when in flower.

The Built Environment section at 6.0 notes the high visibility of the white cuboid Premier Inn and Roadking red tile and white roof, the bright blue of the football ground, varying colours of the Penrhos Industrial Estate and the pale grey colours of the Aluminium works. All these buildings stand out within the landscape, rather than integrating, as illustrated in the accompanying photos. The white walls of traditional properties also stand out and to a lesser extent the pale grey of the historic windmill, however it is noticeable that the slate roofs tend to blend into the landscape background.

The ECA Recommendations at 7.0 notes that the roofscape will be highly visible until the mitigation matures and that residential areas are at a higher elevation. The proposals are large scale industrial buildings up to 15m tall, and even with mitigation, given the difficulties of establishment and the views from higher ground, will in all likelihood continue to be highly visible in the long term.

The recommendations state that, in order to reduce adverse effects as much as possible, the palette has been chosen to be “*recessive colours designed to integrate the buildings into the wider landscape*”. However, very pale colours have been selected for the roofs, which will not be recessive, but will stand out, as illustrated in section 6.0. These colours appear to have been selected from the existing industrial and commercial buildings which do not integrate with the surrounding landscape.

The choice of roof colours is at odds with the colour palette of the landscape and would not help to integrate the buildings, but rather, make them stand out. The palette for the walls seems more appropriate to the muted greens, greys and browns described. The majority of views appear to be looking down or across to the buildings, not up at roofs against the sky. The difficulty of integrating against a background context of sky is referenced in 4.19 of the LI TIN, along with the use of dark tones and matt finishes for steel roofs at 4.17 and the tendency for built form surface colours to appear brighter in the landscape (4.19).

Given the siting within the AONB, the aim should be to integrate with the surrounding landscape, rather than increase visual impact by selecting colours from existing industrial and commercial buildings which already have an adverse visual impact. We advise that the colour palette for the roofs should be reconsidered to reflect the muted landscape colours and tones and minimise the visual impact of the buildings.

The Malvern Hills AONB [guidance](#) provides useful information to assist consideration of colour in the landscape, addressing many of the points above.

The Gower AONB Design Guide provides helpful guidance on colours and materials, including B6 Agricultural buildings and C6 Commercial & tourism: “*Glossy or reflective materials and light colours should be avoided generally, particularly on roofs. Roofs should seek to use non-reflective/matt finishes & be darker in colour than the walls*”.

Following further information with regard to the above points, we look forward to further discussions with you with regard to securing all required landscape mitigation measures within the Limits and Constraints table, prior to you progressing to Stage C.

Foul drainage

As detailed in our consultation response on 13/4/2021, Welsh Government Circular 008/2018 on the use of private sewerage in new developments, and specifically paragraphs 2.3-2.5, stress the first presumption must be to provide a system of foul drainage discharging into a public sewer.

Although no information has been included within the Limits and Constraints table to confirm that the proposal will connect to the mains sewer, we are in receipt of further information (email from Richard Morris, 16/6/2021) that confirms that the proposal will connect domestic foul water to the mains sewer. The email also stated that trade wastewater (from the inspection areas) will also connect to the mains sewer, unless the effluent fails contaminant testing in which case the effluent will be removed by tanker. We advise that the information

contained within the email should be secured within the Limits and Constraints table. We look forward to further discussions with you with regard to securing appropriate mitigation measures within the Limits and Constraints table, prior to you progressing to Stage C

Protected Species

In our consultation response dated 13/4/2021, we advised that you should assess direct and indirect impacts on protected species during both the construction and operational phases (including maintenance works). We also advised that any necessary mitigation measures should be identified.

We note that surveys have been undertaken with respect to great crested newts and water voles. In our meeting on 16/6/2021 you stated that no evidence of the presence of these protected species was found, however we note that the survey report has not been issued to date. We can provide further advice once in receipt of the protected species survey report and can advise on any measures that would need to be secured in the Limits table with respect to protected species.

Biosecurity

In our previous response we advised that you should detail measures to control, remove or for the long-term management of invasive species both during construction and operation. We also highlighted that details of biosecurity measures to be implemented during operation should include the animal and plants that are to be inspected at the facility.

We note that no information is provided within the Limits and Constraints table demonstrating how these biosecurity measures will be secured. We advise that a commitment to undertake the above is included within an updated table. We can provide further advice prior to Stage C on the drafting of suitable wording to secure these measures.

Protected Sites

We are satisfied that, subject to adherence to standard pollution prevention measures, that the development will not have adverse effects on any designated nature conservation site.

Waste

We refer you to our advice above (foul drainage) with respect to waste effluent from the development.

As highlighted in our previous response on 13/4/2021, we recommend the developer/operator be aware of the following during construction/operation:

- Any waste arising from the construction of the facility is deemed 'controlled waste' and subject UK to waste legislation. Waste arising from the construction will need to go to a site with an appropriate environmental permit using a registered waste carrier. Records of waste movements will need to be kept for a minimum of two years in the

form of waste transfer notes of hazardous waste consignment notes, depending on the waste type.

- Waste arising from the operation of the facility is also deemed controlled waste and subject to UK waste legislation. The operator will need to commit to following/implementing Waste Classification Technical Guidance WM3 'guidance on the classification and assessment of waste' for waste arising from operating the facility. Waste will need to be consigned with the correct waste code to a site with an appropriate environmental permit. Records of waste movements need to be kept for a minimum of two years in the form of waste transfer notes or hazardous waste consignment notes, depending on the waste type.

Other Matters

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

We advise you that, in addition to planning permission, it is your responsibility to ensure that you secure all other permits/consents/licences relevant to the development. Please refer to our [website](#) for further details.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully


Uwch-gynghorydd - Cynllunio Datblygu / Senior Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

From: [REDACTED]
Sent: 21 June 2021 13:41
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Reminder - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Afternoon [REDACTED]

Many thanks for the attached.

I'm replying on behalf of Stena Line Ports and the 2 ferry operators who use Holyhead Port, Irish ferries and Stena Line (Ferries) whom I have also copied in on this reply.

The only current question is have the planners modelled the forecast throughput and satisfied themselves that the capacity of the BCP and the access/egress arrangements are sufficient? Is there additional or overflow parking required?

Best Regards,



[REDACTED]
Head of UK Port Authorities

Stena Line
Stena House, Station Approach, Holyhead, LL65 1DQ

[REDACTED]

From: [REDACTED]
Sent: 24 June 2021 15:02
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Workshop - Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Afternoon All,

Further to our meeting on Tuesday (22/06/21) this week please find the following as our (Welsh Government Transport Division, North and Mid Wales Trunk Road Agent (NMWTRA) & UK Highways) formal response to the information submitted to date:-

Transport Statement (T.A.) and Travel Plan

1. An assessment of J.2 of the A55 is necessary to determine what impact the proposed development has on the junction, this will need to include all existing developments and all approved planning applications which use J.2. The assessment should be run at opening date and an appropriate future year date to accommodate future year traffic levels. The assessment needs to determine the current working parameters of J.2 and, if required, any trigger points for mitigation measures which may need to be implemented as part of the project if the junction is discovered to be at/over capacity.
2. Merge and diverge assessment to determine the impact on slip-roads and main-line carriageways.
3. The T.A. should make reference to the environmental sites which stem from the A55 DBFO contract across Anglesey, some of which are positioned in close proximity to the proposed site at Parc Cybi.
4. The T.A. needs to include or make reference to an emergency or incident management plan, with input from all the blue light services.

Additional Comments

The Parc Cybi Plot 9 site is very sensitive to noise, visual, light and smell pollutions due to the position of the neighbouring properties, I presume appropriate assessments will be undertaken to determine the most appropriate mitigation measures, if required?

If you require further information or clarification, please do not hesitate to contact me.

Regards

[REDACTED]
Rheolwr Ardal Gogledd-orllewin Cymru / Area Manager North West Wales
Is-adran Rheoli'r Rhwydwaith - Network Management Division
Trafnidiaeth / Transport
Seilwaith yr Economi / Economic Infrastructure
Llywodraeth Cymru / Welsh Government, Sam Mynach, Llandudno Junction, LL31 9RZ Ffôn /

In the Economic Infrastructure department, we set meeting times to a limit of 45 minutes to allow for breaks between meetings. Therefore we may propose new times to accommodate this. It would be appreciated if you could bear this in mind when scheduling.

Yn yr adran Seilwaith yr Economi, fe wnaethom osod terfyn o 45 munud i hyd cyfarfodydd i ganiatáu seibiannau rhwng y cyfarfodydd. Efallai y byddwn felly yn cynnig amseroedd newydd i ddarparu ar gyfer hyn. Byddem yn gwerthfawrogi pe gallech gofio hyn wrth amserlennu.

From: [REDACTED]
Sent: 25 June 2021 16:24
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Parc Cybi Development - Impact on J2 and ecology

Dear All,

I wasn't clear on the due date for comments from stakeholders and whom exactly to issue the comments to, I therefore issue the below draft comments today to all. These comments are from WG Development Control department only. If anyone wishes to discuss any aspect of these comments please feel free to contact me.

I refer to your consultation regarding the above application, and advise that the Welsh Government as highway authority for the A55 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;

- 1. Capacity assessment of junction 2 of A55 is required to review HGV impact on the junction with the matter of HGV's being ushered to the site in a platoon / convoy manner due to arriving by ship. Queue lengths backing onto the main carriageway of the A55 is the key safety issue to understand;*
- 2. Impact on Active Travel / pedestrian safety at Junction 2 due to material increase in HGV traffic must be reviewed;*
- 3. Section 2.6.1 states "Upon meeting the Interchange, there is a clear absence of pedestrian safety measures when crossing over the A55 toward Penrhos Industrial Estate as demonstrated in Figure 2.14, showing a 50mph speed limit immediately before the crossing point" this states there is absence of safety measures but there is an uncontrolled crossing, the TA should be reviewed and highlight areas where improvements are required on safety grounds due to increased HGV movements to existing or absent pedestrian and/or cycle facilities. Improvements must align with Active Travel Wales Act.*
- 4. Review of RRS RA may be required, due to change in HGV traffic volume, to determine if any upgrade in provision is required;*
- 5. RTC review area must be increased to understand if there are any matters to highlight on approach roads to J2, details of RTC must also be understood to enable full review to be completed i.e. are all RTC the same or all different?*
- 6. Details on bilingual, Welsh above English, directional signage between the SRN and proposed development is required along with an impact assessment on existing signage?*
- 7. Confirmation required that TS aligns with required standards especially: Active Travel Wales Act. and Llwybr Newydd WTS.*

Advisory Matters:

How would a HGV or other vehicle be able to access the site, turn round and exit in a forward gear if site is closed or the vehicle is not required to access site?

How are cyclists to access the site from the local cycle network?

Is the site boundary fence at back of pavement and how does this align with Active Travel design guidance? Does this impact existing highway street furniture?

Informatives / general text for review by applicant:

As a minimum the TA study area must include classified counts at the below agreed junctions and include surveys (including queue lengths) of the junctions on two separate days. Surveys periods must be agreed in writing with the Highway Authority prior to execution and generally be carried out in a neutral month (unless specifically agreed in writing with the Highway Authority prior to execution). The surveys must be undertaken on suitable days and at suitable times that the development will impact the highway network (individual developments must gain written approval from Highway Authority of their proposals prior to execution). As an example, residential developments would require surveys in the following form; Tuesday one week and Thursday on a separate week (all junctions to be surveyed on individual days i.e. Junctions A, B, C, D and E on week one and Junctions A, B, C, D and E on week two). Manual turning counts should be conducted at 15 minute intervals to identify relevant highway network peak periods and should cover at least an additional 45 minutes either side of assumed peak times when surveys are executed e.g. if a peak period of 8:30 to 9:30 was assumed, minimum survey period on site should be 7:45 to 10:15.

- | | | | |
|----|-----------------|----------|----|
| a. | | Junction | A; |
| b. | | Junction | B; |
| c. | | Junction | C; |
| d. | Junction D; and | | |
| e. | Junction E. | | |

24 hours automatic traffic counts (ATC) using loop detection (or similar approved) must be carried out at locations to be agreed in writing by the Highway Authority (prior to installation) to supplement and validate the traffic survey data from section one. Surveys periods must be agreed in writing with the Highway Authority prior to execution and generally be carried out in a neutral month on a number of highways within the study area over a period of circa three weeks to provide supplementary traffic data for the proposed development for analysis by the Highway Authority. The ATC must also gain speed survey information along with vehicle classification data (please see notes at end of this scope for further information). ATC information should also be used to establish peak periods of the highway network as well as establish and review off-peak periods against development traffic as greater impact on the existing highway network from development related traffic could be at different period to that assumed. If ATC are carried out in a neutral month, the developer should also carry out additional surveys during a holiday period, as agreed in writing by the Highway Authority, for a minimum period of 7 complete days for comparison purposes.

Detailed capacity assessments must be carried out on the junctions within the TA study area in both the 'with' and 'without' development scenarios in the suggested future assessment year as well as the year of application (opening year). Electronic base data/drawings for all assessments must be submitted

with TA i.e. base survey / speed data for capacity assessments, road width flares etc.

TA must include a review of the accident record for the most recently-available 5 year period, the developer must propose the study area for written approval from the Highway Authority prior to executing this work. The Developer must also include a separate developer prepared safety assessment of the local highway within a specific radius of the development site or on specific route from the development which must consider aspects such as visibility, pinch points and existing non-motorised user network constraints which would assist the Highway Authority in reviewing a proposed development impact on the area.

TA must take account of all approved but as yet unbuilt committed developments within the traffic flow calculations of the TA, simple table detailing these traffic flows should be included within TA. Review of the current LDP must also be completed as traffic impacts from allocated land within the LDP, but not yet subject to planning applications, might also need to be broadly included within the TA. The developer must identify these areas for discussion with the Highway Authority to agree in writing the fully scope.

The TA must include a review of the accessibility of the site by non-motorised modes and a review of facilities in the vicinity of the development site (exact area / routes to be agreed in writing by the Highway Authority prior to production of TA). This will include route assessments of non-motorised users to local schools, amenities, bus stops and the like highlighting locations where existing highway crossing facilities are below current standards or not in place which the majority of non-motorised user traffic generated by the development will use. Review must also take into account Active Travel Wales Act Duties/Design requirements along with links to Existing Route Maps and Integrated Network Maps routes (Please see LA website for further information). Each and every development must work with Highway Authorities in line with Active Travel Wales Act and provide a lasting legacy to the area to improve non-motorised modes in the area (regardless of distance from development);

Public Transport Assessment: The TA must review the different public transport available locally to the proposed development site. The facilities available must be clearly labelled on a simple map with a complimentary table details all elements of the service which must include as a minimum: distance from agreed location within the proposed development to a facility, what services are available, their frequency, start and end times, at what time would the development generate the highest level of demand for public transport use / indication of anticipated development modal split to confirm demand for public transport etc. Review must identify clear routes to the service link e.g. bus stops/train stations detailing the actual distance to the facility from an agreed location within the proposed development along existing route and not in a direct line over third party land (as agreed with Highway Authority). Review must suggest direct route to these facilities identifying any lack of highway crossing facilities to non-motorised users along the proposed routes and/or other hazards/highway safety issues the routes might have which may impact non-motorised users.

The TA must include a full appraisal of the proposed development and its intended operation, including details of: the level of proposed parking facilities for the proposed development (for cars, motorbikes, cycles, mobility scooters etc.), servicing arrangements and swept path analysis plans (as appropriate, including for refuse vehicle and fire tender). Parking levels and dimensions must adhere with LA specification.

A full parking assessment must be supplied, as an appendix, complying with the requirements/specifications detailed in LA Parking Standards.

The TA must include an estimate of the number of multi-modal trips generated by the proposed use of the site, along with the distribution and assignment of the vehicular trips on the local highway network. Trip rates may be based on TRICs-based developments of a similar scale and in a similar location to that proposed (Trip rates proposed by applicant must be approved by Highway Authority prior to use as the authority may require a number of proposed data to determine the rates to be used within this TA, distribution proposals must also be approved prior to development of the TA along with 85th Trip rate data use). The TA should also include the production of a 'Transport Implementation Strategy' (TIS) for the development complying with TAN 18. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.

If any off-site works are required to make the development satisfactory in highway terms, the TA must identify them and put forward suitable plans for consideration as well as cost estimate for their design, construction, supervision of works and administration of the contracts.

Supplementary plans must also be included as appendices to the TA, these shall be detailed as follows:

- a) Plans showing the geometric measurements/dimensions and visibility data inputted into any capacity assessments, i.e. widths of carriageways/lanes at specific points, width of other lanes/hatched areas etc., flare information, forward visibility, ghost island details, visibility splays left/right and any other highway details measured/calculated which have been used within the capacity assessment (note must be provided to detail origin of plans i.e. topographically surveyed or other);
- b) Design of proposed highway access ensuring it complies with Active Travel Wales Act e.g. most new development accesses will need to comply with a non-segregated layout;
- c) Visibility splay drawing detailing: junction and private accesses visibility splays, forward visibility splay, pedestrian crossing visibility splays etc. in both the vertical and horizontal plane;
- d) All detail designs must include Swept Path analysis showing all vehicles can execute manoeuvres at turning locations, tight corners or other locations agreed with the Highway Authority [N.B. swept path analysis must show that vehicles can carry out required manoeuvres with a minimum horizontal clearance of 500mm between the outer body of the vehicle and any object such as kerbs/street furniture/parked vehicles/boundaries (invisible or physical [such as walls/fences/hedges]) and alike to allow for different driving styles and future vehicle size enlargement];

To ensure that a comprehensive review of the TA can be carried out in a timely manner, each TA submitted must be done in the following format and be available to the Highway Authority electronically, documents must be provided in their original state i.e. in word, excel, etc. as well as in PDF format:

- Electronic PDF of TA and appendices (not scanned copy);
- Raw electronic information for traffic count data etc. in both PDF and original compiled software i.e. excel;
- Electronic copy of topographical surveys (PDF);
- Electronic copy of capacity assessment input data file(s) carried out by software such as LinSig, Picady, Arcady etc. (when specifically requested).

Traffic Data should reflect the normal traffic flow conditions on the transport network (e.g. non-school holiday periods, typical weather conditions etc.) in the vicinity of the site, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in

periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October as described in DMRB CA 185. Please note that different school term times, Easter Holidays etc. could further impact neutral months and no traffic data should be collected a week either side of these times unless otherwise agreed with the Highway Authority. Prior to collecting Traffic Data, the applicant must agree the survey requirements in writing with the Highway Authority.

Shared Footway/Cycleway: To encourage person to travel by means other than by motor vehicles, any new development must have a spine footway/cycleway route of circa 3.0m wide (Highway Authority will determine exact requirements on a site by site basis). The shared route provision must comply with Active Travel Wales requirements and if the route is next to a vertical feature of a certain height, the width may need to be increased.

Diolch,

[Redacted]

Peiriannydd Prosiect / Project Engineer

Llywodraeth Cymru / Welsh Government

Trafnidiaeth - Seilwaith yr Economi / Transport - Economic Infrastructure Sam
Mynach, Cyffordd Llandudno, Conwy, LL31 9RZ

[Redacted] | www.llyw.cymru



Appendix C. Copies of the Representations Received from Public Consultees

Respondent ID	Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead?	Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead?	Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead?	Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead?	Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead?	In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable)	Do you live locally to the designated HGV route between the strategic road network and the proposed border control post that will service the Port of Holyhead? (tick one)	Do you live locally to the proposed border control post that will service the Port of Holyhead? (tick one)
1001	<p>I object to the location in the strongest form possible. The plot is directly next to Penrhyn Geiriol residential estate. Our property is within 100m of the plot boundary. Current use of the tarmac area at the Northern end of the plot is already causing massive issues with light pollution, trespass, glare and significant noise issues with the light generators running all night and the fact we can hear HGVs coming and going. It is incredibly disruptive to our sleep as our bedroom is facing the site, we are hit by the constant lights and noise. I am terrified of how loud they will be if the current plan is developed when HGVs will be directed down the plot to the southern end, to within 120m of our home. We will essentially be living in the middle of a lorry park. Considering this is an area of outstanding natural beauty and of dark sky importance a development such as this this will have negative impacts of the heritage of the area not to forget the negative impacts of local wild life and ecosystems. See Question 13 below for further comments.</p>	See Question 13 below	See Question 13 below	See Question 13 below	<p>Why do we want a border control post in this location? "The site provides convenient transport links with nearby access to/from the port of Holyhead and the A55 linking with mainland Wales." There are multiple other developed (and undeveloped) sites located along the A55 that could be considered: Site off Junction 4, Bodedern - scope to expand the site with no residential impact, closer proximity to the A55 and is on route to and from the port, HGVs would only need to make one stop on their journey across the island. Anglesey Aluminium or Penrhos Industrial Estate – Already has the infrastructure there, lighting already installed and has no additional impact to residents and wildlife, is directly off the A55, is not in an area of outstanding natural beauty, vast areas not being used. Parc Cybi Plot 7 – Can be used in conjunction with the Roadking Truckstop, no residential impact. Parc Cybi Plot 8 – Current Plot 9 development extended into Plot 8. This would decrease the impact to residents and keep traffic away from the estate. Gaerwen industrial estate – land is already developed for industrial use, lighting and access already in place, Mona showground – site development with no residential impact, fewer noise restrictions due to proximity to the airfield. Mona industrial estate – developed site with no residential impact, fewer noise restrictions due to proximity to the airfield. Quoting Virginia Crosbie: "Investigations by both Welsh and UK Governments have established there is no single site immediately available in Holyhead that is big enough to support both functions. This means that the operations will need to be split over multiple sites." Why is this not being considered further? Using multiple smaller sites would have less impact on residential estates. "Part of the site has already been developed using temporary permission under the Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the transition period." The site has not been used as a HGV stacking site making it redundant. The contraflow along the A55 was also not used. The site was built as an emergency based on overestimated predictions. Estimates given in the information pack are viewed as overestimates leading to a proposed overdevelopment. Had the stacking site not been built would Plot 9 have been considered for a border control post? If not, has enough consideration been given to any of the other sites which would have been developed, sites with less residential impact? Penrhyn Geiriol is a bordering estate with properties within 100m of Plot 9's boundary. Has the proximity of Penrhyn Geiriol and other neighbouring estates been considered when discussing Plot 9? I would like to plea with anyone working on this project to visit the estate to understand the true impact a site of this nature and magnitude will have on the residents. Aerial maps do not</p>	Nearby resident	No	Yes (within 100 metres)

give a sufficient appreciation of how vast and visible this site will be to the neighbouring properties. Penrhyn Geiriol is in an elevated position and will be over looking the site. "Further environmental surveys will be undertaken..." How can further environmental survey be undertaken when there now exists a brown field where all the existing habitats have been destroyed? Were initial studies thorough and complete? Visible wildlife has dropped substantially since the destruction of Plot 9. We now see fewer rabbits, badgers, pheasants and ducks. Their environment has been disturbed. Has the flooding been adequately assessed? Our garden and our neighbours land is susceptible to flooding during periods of heavy rainfall. Removal of such a vast area of natural drainage will undoubtedly increase the severity of flooding, damaging our property. "...include the necessary design measures and mitigation required to ensure the residential and ecological receptors are not significantly impacted." What is the definition of not significantly impacted? As directly neighbouring residents, not significantly impacted is almost impossible to achieve but there are means to keeping the disturbance to a minimum . The site was previously a dark sky area before the stacking site was erected, light pollution is one of the most significant forms of pollutants we are concerned about, along with noise. Photo's are attached to this pack to show how significant of a problem we have experienced thus far with the construction of the site and HMRC's use of flood lights. Isle of Anglesey County Council have just announced a 'Dark Sky Grant Scheme' with a £50,000 fund established by the Welsh Government. How can a scheme like this be justified when a dark sky area is being destroyed by light pollution? We should be doing all we can to protect the dark skies we have by re-using existing sites and not creating more wasteful pollutants. Particular consideration has not been given to the interface with the nearest adjacent housing to the site. The development will significantly disrupt its neighbours. The flow of traffic in the design is forcing HGV's to the far end of the field, to within 120m of our property, essentially as close as possible, where there will also be parking spaces. Having engines turned off is all well and good IF drivers abide by those rules but the fact remains refrigerated HGV's will be continuous noise polluters, the start up of engines and the basic movement of HGV's that close to the estate will be a nuisance. We are fearful of the noise nuisance this is going to cause at any time of the day, but especially at night, and we do not understand why the site was designed to force the traffic to this side. It would make more sense to keep the traffic to the road side of the site. This part of the design does not consider the residents and we feel it is poorly thought through. Light and noise pollution are undoubtedly our biggest concerns, we bought this property in November 2020 as our forever home having worked extremely hard to be able to afford this location. Two weeks after moving in the work started on Plot 9 and our dream has quickly been lost. The enjoyment one should get from a new house has been ruined. As I work from home my desk was set up in the living room, also facing the site. We have now lost use of our third bedroom as a bedroom as I have moved my desk into that room for the sake of my mental wellbeing. The light pollution in the evening and constantly looking at the site have made me incredibly anxious and stressed. We are suffering with restless nights due to noise from the generators powering the temporary lighting. If we can already hear the generators at the far end of the plot, we are undoubtedly going to hear HGV's at the nearest side of the plot. The evening the A55 contraflow was dismantled, 16th February 2021, we had light nuisances from HGV's entering the site which disturbed our sleep. HGV's driving down the length of the plot will be a massive nuisance as has already been experienced. I wrote to the Welsh Government on the 18th February regarding this issue and was told a bund/screen would be built around the site. I am

sceptical of the benefits something like this will provide as ultimately the plot is very long and the screening would need to be very high to counteract the light pollution. That in itself will be unsightly. What design measures can be installed to reduce the amount of toxic fumes from HGV exhausts polluting the environment and nearby properties? "Aerial view of current stacking facility" Is the current tarmacked area not of sufficient area to perform the activities which are to be undertaken at the site? Having talked to staff at the site we have been informed the area is more than enough. Why is the site being developed so massive? It is an over-development for the needs. There is current parking bays for approximately 130 HGV's. This is significantly more than the estimated number of HGV's visiting the site with a 24 hour period. Why has the building planned for erection been designed so huge? Would a building built across the length of the tarmac currently there not be sufficient? That would keep traffic localised to the far end of Plot 9, away from the estate. Scheme details "On average, around 25-30 HGV's are expected at the site throughout every 24-hour period." Currently there are eight (8) ferries between Holyhead and Dublin: 00:15, 00:30, 2 x 5:30, 2 x 11:30 and 2 x 17:30. Expecting the upper limit of 30 HGV's within a 24-hour period across 8 opportunities to cross the Irish Sea: $30/8 = 3.75$ (4 rounded). A maximum of 2 crossings at the same time: $4 \times 2 = 8$. On average, 8 HGV's would be visiting the site for inspection. Again I reiterate, why is the site being developed on such a massive scale? I firmly consider it to be an overdevelopment for the needs. "Employment opportunities would be created." Of course employment opportunities would be created but how many are guaranteed to be local people? How many are expected to be contractors from afar who live in temporary accommodation during the week before travelling home for the weekend? The security guards currently working at the site are from Manchester, living in a B&B during the week. Why are local people not employed in these roles? This is absolutely what will happen once a full site is constructed, many roles will be filled with people from away which does not benefit the local community. How many of the job roles are skilled? How many would be on zero hour contracts? What benefit will the local community gain and do these benefits outweigh the detriment to the immediate local community? How many roles would require individuals with higher education certificates? "The Parc Cybi site is already allocated for commercial development." If the entire park area was to go through the planning process today for planning to commercialise the area, would planning be granted? In light of all the new data supporting the effects traffic and destruction of natural habitats have on climate change, effects of commercial developments on ecosystems, effects of light and noise pollution on mental health, serious thought needs to be given to using Plot 9 for the proposed purposes. Anyone visiting plot 9 or viewing the plot from Penhryn Geiriol will see that Plot 9 is not a plot that sits nicely within the business park. It is at the end of the park, tucked away behind a hill and most certainly in an area of outstanding natural beauty. Also tucked away behind that hill are multiple residential estates. Development of this nature on Plot 9 will encroach on the everyday lives of real people, we have serious privacy concerns. Had Plot 9 been on the other side of the hill, it would have little impact on residents but with this precise location, this development plan is obscure and out of place. "The site would operate 24/7..." Concerned about the light pollution when no HGV's are present on site. Wasteful use of energy. Is a no light site possible? Making use of such things as cats eyes to direct HGV's to the necessary location. Why would an excessive amount of light be necessary if the checks are being performed within the building? Concerned about over-illumination when HGV headlights would be sufficient – if headlights are sufficient on trunk roads why would they not be sufficient for a border control post? Again, the flow of

traffic design has not considered the estate and headlights alone will be a nuisance. Concerned about noise pollution during early hours of the morning. The living space of my property is facing the site; living room, master bedroom and our 1 year old son's bedroom. Light and noise pollution are serious concerns which have already been causing undue anxiety during the build of the stacking site. The noise from the construction throughout the day and the light pollution from the flood lights has already impacted my mental health. When the HMRC took over the site on 18th March 2021 I had a breakdown due to the intense light pollution directed straight at the estate and directly into our home, it was an absolute invasion of privacy. Closing the curtains did little to block out the light and the hum from the generators powering the lights could be heard indoors with the windows closed. I have had several restless nights due to the light issues which has contributed to a deterioration of my well being and heartbreakingly my 1 year old son has become anxious as he is picking up on my emotions. "Approximately 75 employees expected at the site over a 24-hour period..." 75 employees is excessive considering an average of 8 HGV's will potentially be visiting the site at the same time. Will it be 75 employees over two or three shifts – across a 24 hours period? What other roles are their other than marshals and will 10 marshals always be on site? Why are so many marshals necessary considering the expected site throughput? How many inspectors will be on site at any given time? Are technological advances not able to be used to reduce the amount of staff required? The running cost of technology would be beneficial over paying several salaries and considering tax payers are footing the bill, savings should be considered where ever possible. Should we be concerned for our safety if there is a need for that many safety marshals? Is there a risk of illegal immigrants running away from the site and towards our homes? Is it expected that local crime rates will increase? "Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses." I reference Virginia Crosbie- multiple smaller sites can be used. Smaller sites can be designated for the different purposes as above. Smaller sites are less intrusive and there are several already available in Parc Cybi that would not have a residential impact. Has this been considered? "Approximately 75 staff car parking spaces." Are that many staff going to be on site at the same time considering it is 75 staff expected to visit the site within a 24 hour period? This amount of car park space seems excessive and is wasting space. Proposed site layout "The site has been designed taking social distancing into consideration..." Does this mean the site has been over developed to allow for social distancing? This is unrealistic, COVID-19 is a small blip in the grand scheme of things. A site should not be over developed for something that will be a thing of the past in the near future, most likely before the site is up and running. Again, this seems like a plan for something that by the time it's built is no longer an issue. Site design "Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects." Is lighting necessary if there is lighting in the building to carry out checks? HGV headlights and cats eyes on the road should be sufficient. Dealing with light spillage is necessary but also, minimising the number of lights on the site should also be necessary as although there may be no light spillage, the fact that the site itself is being lit up will be a source of light pollution in itself. Will the impact to people be considered in the survey? We are/will be heavily impacted and this needs to be recorded and noted a unacceptable. "An assessment of noise impact will be undertaken to ensure the noise levels do not significantly impact nearby residents, and noise mitigation

measures (if required) will be included in the design." Any noise level will be a significant impact on residents due to the peacefulness of the estate pre-Plot 9 development. Are controls measures able to eliminate 100% of noise? We can currently hear the generators powering the temporary lighting which are located on the far end of the plot, away from our property, when we go to bed. HGV's coming right up to the boundary nearest our home will have an incredible noise impact which will be unacceptable, especially during the middle of the night. Refrigerated trucks are only going to worsen the issue. "All environmental mitigation measures would be reviewed by the Welsh Government and the site operators on an ongoing basis." How often would these measures be reviewed? What happens if mitigations are broken? Is there any disciplinary action? Who would be held responsible? Will there be contact information made available to report any environmental issues? One environmental issue which is already a problem with the existence of the Road King is bottles of urine being thrown into verges and onto foot paths. More HGV's visiting the park is going to result in more environmental hazards like this. Families walk through the park to visit Trefignath, the Neolithic burial chamber and Ty Mawr Standing Stone. I am amazed that planning was ever fairly granted when the area is an AONB and SSSI with historical significance present. Archaeological digs from a decade ago found ancient finds of "international importance" which showed how people lived on Anglesey around 6,000 years ago. A 6,000 year old Neolithic timber hall, a 2,400-year-old Iron Age village and a 4,000-year-old Bronze Age burial site with stone chambers were just some of the discoveries made by experts from the Gwynedd Archaeological Trust who excavated the 20 hectare site between 2006 and 2010. The most important artefact is considered to be a large Neolithic jet-like bead - the only one known to have come from Wales - and believed to be 5,700-years-old. With such important archaeological finds at Parc Cybi, how can it be justified to essentially concrete over these rich historical lands? Traffic management "The number of HGVs than can be stationed at the Parc Cybi border control at any one time would be up to 40." This is surely a huge overestimation when on average, 8 HGVs would likely be present. Is it at all necessary to create a site of such grand scale for a 'just in case' scenario. Traffic across the island has decreased significantly since Brexit. Understandably, preparations were made by stockpiling but one would expect by now, if traffic was ever to increase to anywhere near historical levels, they would have started to do so more than what they have. "In the event of any closures of the A55, the A5 would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site." Although this is currently an established route, if more HGVs are expected to be visiting the park (as stated - possibly 40 at any one time), are these routes capable of handling such increased HGV traffic, will public safety be compromised with increased traffic of this nature? The predicted numbers provided are misleading and contradicting of one another. Statements being made: 25-30 in a 24-hour period, followed by 40 at any one time. This is absurd and deceptive. The predicted throughput after we exited Europe on 1st January were colossally incorrect, to the extent we shut half the A55 down and spent millions of pounds on building a stacking site which was never used for its purpose. What confidence does the Welsh Government have in these latest figures? Environment and landscaping "... environmental assessments continue to be carried out..." How are environmental assessments still being carried out when the area has been destructed. Existing habitats have been destroyed and the number of wildlife has reduced. What measures can be put in place for the loss of habitats when naturally, if you concrete over you cannot replace? "A

landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects." Will the strategy include a way for preventing increased flooding to local residents? What landscaping will be done to lessen the visual impact of the buildings, the tarmac and all the HGV's visiting the site? This is an AONB and therefor a lot of consideration needs to be given to each and every aspect of the landscape. Initial suggestions would be green roofs which would promote wildlife such as bees or better yet to essentially bury the inspection shed to create an above ground hobbit style building. This design would benefit in respects to naturally insulating the building and therefore reducing energy loss, natural noise suppressor, would contribute to balancing the environmental affects due to increased pollution. It would most likely be the first of it's kind and would pave the way to a greener future for historically unattractive commercial outlets. "This assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise." Each and every single one of those points will be negatively impacted/impacting: Air quality – Increased HGV traffic = Increased air pollution = Increased risk to health Cultural heritage – The area is of archaeological importance and our dark sky heritage with Anglesey celebrating some of the darkest skies in Wales. This development will have a detrimental effect on the character of the local area. Landscape and visual effects – Plot 9 as previously mentioned is over a hill which separates it from the remainder of the park. It is in an AONB and borders natural green fields. Placing an enormous shed in the middle of the field surrounded by tarmac will have no other effect but detriment to the area. My understanding is development within an AONB needs to give great consideration to the design and not be intrusive to the surroundings, which has not been done with regards to the information pack received (albeit each diagram has a disclaimer but as a resident with no inside knowledge of the plans, this is all I have to base my opinion on). The visual effects of the temporary lighting is detrimental to my mental health, although temporary they have been a great nuisance since November/December 2020 and if used until the site is up and running that is a further 1-2 years potentially. Action needs to be taken now as I am sure it is not only humans that these lights are impacting, the brightness of them will have wildlife confused. Biodiversity – Residents have already witnessed a significant drop in wildlife visiting the surrounding areas, to no surprise considering the noise caused during construction and the brightness of lights constantly on at night. Road drainage and water – Laying tarmac across the entire plot is removing natural draining. Our lower garden and our neighbours land is low lying and flood during periods of heavy rainfall. Removing the natural draining of that field will only lead to more significant flooding problems for us. It is unacceptable for residents to be negatively impacted as a results of a development they are wholeheartedly against. Noise – Generators can currently be heard in doors from the North side of Plot 9. HGVs being directed to the south side of the plot, up to the residential boundary is going to cause unliveable conditions. Mitigations to eliminate 100% of noise is the only action acceptable. "The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects." The soil here is rich in clay and therefore is not quick to free drain meaning water accumulated on the surface quickly and becomes a significant problem during prolonger heavy rainfall. The health of local residents may be impacted by air pollution but mental health problems have already begun due to the cumulative effects of: Construction noise issues in the day followed by Light issues in the evening followed by Worse light issues and generator noise issues in the evening followed by Having the lights dimmed but made brighter

again a few days later followed by Being told that the lights are not as bright as they once were so we should accept that it is an improvement. However, having visited the site at night on the 6th April (when the lights were re-brightened) with the lighting considered 'acceptable' by the HMRC, it is easy to see why staff are suffering from headaches as I felt like I needed sunglasses at 11pm. We are now trapped to living with lights which are trespassing into our property, making life very difficult and there is no one willing to help us. How do we know this is not going to be the exact same situation when the site is built as I would expect the project leads to be the same individuals? The last five months have been relentless and it is absolutely heart breaking that the local authority and Welsh Government is unable or unwilling to help. Biodiversity "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats." "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats." "Where impact to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In additional biodiversity enhancements would be incorporated into the scheme." If possible these enhancements would be excellent but I wonder how much enhancement can be made when an area will be heavily covered with tarmac, constant lighting and loud noises from HGVs will be present. What would burrowing animals be able to gain? How would nocturnal animals cope? Where is the evidence that biodiversity was not negatively impacted by construction on other plots? Increasing loss of habitats and biodiversity in a single area (Parc Cybi as a whole) cannot be mitigated. Through systematically destroying the habitats, one plot at a time, the existence of wildlife here is going to disappear altogether which is unacceptable due to human activity. Especially when other sites which already have the necessary infrastructure are not being considered. Planning and next steps "Approval of the site would be sought through the requirements of a Special Development Order (SDO)..." Why were preparations not made in advance of November 2020 when Brexit was known about for at least 3 years ahead. As residents, we feel like we have been backed into a corner and we have no opposition to these plans going ahead due to the urgency which was wholly avoidable. Our strongest opinions are to re-locate the site elsewhere or to develop across onto Plot 8 rather than encroaching onto residents through developing into Plot 9. "A number of separate documents will be provided to Welsh Government" Will the public be able to access these documents before any planning is granted? Is there another consultation phase when final plans have been created? Questions and answers "Why this location?" Other sites could be used as discussed previously. We are proactively encouraging the use of other site that WILL NOT impact residents. Why cause such distress to people when other options exist? "Will the operation of the site impact local communities? The site is not located immediately alongside residential properties." Our neighbours and our property are 100m from the boundary of Plot 9. We are directly impacted by this development. Saying 'immediately alongside residential properties' means nothing, 100m IS DIRECTLY next to a development of this scale and nature. Anyone who will accept my invitation to visit the estate will see that this is DIRECTLY next to our homes. We are looking into the site from above, there is no avoiding that it is there, landscaping will have little impact due to out elevation. What angers us the most is that there are other possibilities and yet we will be heavily impacted by this decision if planning is granted. For anyone reading this, think to yourselves, would you want this site 100m from your property? Would you want to look at this site every time you walk in to you living room or

bedroom? Would you want the noise, light and air pollution that comes with it? This statements is absolutely incorrect and it offends me that anyone would think this is accurate. "Are refrigerated vehicles expected at the border control post? Refrigerated vehicles would be checked at the border control post and be held at the site for as little time as possible." Refrigerated vehicles are extremely noisy, this is of significant concerns to residents. Do any mitigation's exist to eliminate noise produced by HGVs 100%? Due to the proximity of the residential estate these mitigation's would be expected as a minimum as enjoyment of our outside space would be completely eliminated if noise issues cannot be handled. "When will construction work start? Subject to receiving planning permission, required site works could begin in Summer 2021." How are resident supposed to manage noise and dust created by the construction works? Majority of the homes are occupied by people who have retired or people who work from home like myself. The homes in the estate are majority occupied with possibly only one or two that are holiday homes, this development is going to affect each and every one of us. Again this is another aspect of this site being chosen for this specific development that is of great annoyance as nearly every property here is going to be impacted. Personal Statement We are a young family who have worked extremely hard to be able to afford a property in such a premium neighbourhood. We paid a premium for this house in November 2020 only for the dream forever home to turn into a nightmare two weeks after we moved in. Searches conducted did not identify anything that would have deterred us from buying this property and we feel completely blindsided by what has happened. There were no communications regarding the initial development for a stacking site and it seems the expanded development is a foregone conclusion based on the stacking site opening the gates to such a development. Our initial concerns are the light and noise nuisances (indoors and outdoors) that a site of this nature and proximity to us is going to cause. Other concerns are the increased risk of flooding to our garden, increased air pollution, detrimental affect to local wildlife and the visual hindrance that will be on display form our most lived in room. Extensive thought and consideration needs to be given to the appearance of such a large building in the middle of an area of outstanding natural beauty. I am a keen night time photographer, this was one of the biggest draws to this property. The fact there were dark skies next door meant excellent opportunities for photographing the milky way, meteor showers and teaching my son about astronomy when he is older but I must admit the absolute biggest opportunity I was hoping to benefit from was north facing dark skies as this would give us the perfect setting to set up and image the Northern Lights or if incredibly lucky, be able to see them without the need for a camera as I have done so on numerous occasions from Holyhead Country Park. Alas, this has not been AT ALL possible due to the light spill from construction works and most recently the light trespass of HMRC's set up and will not be possible once the entire site is developed. I have struggled a lot over the last few months with my mental health due to the light pollution and the feeling of being trapped in a property I may not want to live in once the development is up and running. I have started to request quotes for replacement windows to install acoustic glass for fear of how bad the noise may be from the site but there is nothing that we can do about the noise when we are outside enjoying family time. This is why it is imperative that the mitigation's for noise issues are strict and eliminate all of the noise. In due course I will request quotes for external soundproofing as I am sceptical about how successful the control measure put in place will be. I have even gone as far as having an estate agent to view the property and to discuss our options. We have been informed a development of this nature WILL devalue our property. We purchased this house with the view it would be our forever home so the eventual

					value of it once we had renovated it to our exacting standards would not matter to us. But due to this development we are unsure whether we will want to stay here so the value is of utmost importance			
1002	<p>I object to the location selected for the development for the reasons detailed below which including material planning objections concerning visual amenity, Traffic generation, Noise and disturbance resulting from use. The location of the site will impact my visual amenity and whilst the right to a view is not a planning consideration it should be considered on the basis of residential amenity. I have expanded on my concerns below with objection due to the location. The site is located in an Area of Outstanding Natural Beauty (AONB) with a gently undulating topography and is within close proximity to areas that are designated Site of Special Scientific Interest (SSSI). An AONB is a statutory designation stemming from the Countryside and Rights of Way Act 2000, which applies to England and Wales. The designation means that local authorities have: "a permissive power to take action to conserve and enhance the natural beauty of the AONBs in their areas." The Isle of Anglesey AONB Management plan of 2015-20 https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Anglesey-AONB-Management-Plan.aspx quotes that The Isle of Anglesey AONB has one of the most distinctive, attractive and varied landscapes in the British Isles. Anglesey was designated as an AONB in 1966 in order to protect the aesthetic appeal and variety of the island's coastal landscape and habitats from inappropriate development. I would argue that further development of this site is contrary to the above and is not protecting and conserving</p>	<p>The objections to the construction are based on Layout, design, appearance and materials and also the Visual impact of the development. The development is ugly, over-bearing, out-of-scale and out of character. Being within a designated AONB it would be expected that this would have been considered as part of the design to make it more in keeping with the current area and to consider the impact of the development on the landscape. It would have been more appropriate to have the structure compliment the natural surroundings consideration of something more architecturally pleasing and perhaps incorporated green spaces and green roof spaces for example rather than an industrial unit which I suspect was decided in order to get it built quickly and cheaply due to the urgent requirement and lack of preparation by the UK / Welsh Government. I refer herein to the policies set out in the Anglesey and Gwynedd Joint Local Development Plan which states in absolute terms that proposals that fail to show landscaping has been considered from the outset as part of the design proposal will be refused. POLICY PCYFF 4: DESIGN AND LANDSCAPING All proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and</p>	<p>Potential for congestion on the slip road off the A55 with increased traffic in the direction of Parc Cybi.</p>	<p>Light Pollution Impact to Human Health: Isle of Anglesey has some of the darkest skies in the UK. This is something that the area needs to be proud of and to retain. The Isle of Anglesey is one of the very few remaining places that you can see the Milky way by naked eye and this was one of the reasons for purchasing the property in hope that I could use my garden space to pursue my hobby in astronomy and to educate my children about the Night Sky. This privilege is going to be taken away. Any small amounts of light pollution will have an impact to the quality of the dark sky. Given that the Isle of Anglesey is pushing initiatives to protect the Dark skies I think that the plans must be given some serious reconsideration with regards to the lighting. A new development as such will materially alter light levels in the environment around the site and will adversely affect the use or enjoyment of the area along with real considerations for the health of my family and the disruption to our Circadian rhythms which in term have adverse health impacts. Currently the temporary structures are proving very difficult to live with and this is already impacting our health and wellbeing. There are</p>	<p>The tarmac that already exists is causing tremendous nuisance and concerns. A couple of weeks ago we believed if the site was to come no further than the existing tarmac that it would be manageable to live here. Recent experiences have made it perfectly clear that the level of HGV and constant generator noise being created by the flood lights at the Northern end of the plot is significant enough to disrupt our enjoyment of our property and disturb our sleep. The light pollution is also wholly unacceptable, the level of light trespass is causing myself and my wife great distress. It is not easy for me to see my wife struggling to such an extent and I am helpless to do anything about it. Our 1 year old son is picking up on the emotions that surface every evening when the lights and noise become significant issues, we are living a nightmare at the moment and I fear what is to come.</p>	Nearby resident	No	Yes (within 100 metres)

the AONB- especially that there are areas in the vicinity that are outside of the AONB designated area and are just as convenient. I do not feel that full consideration regarding the appropriates of the site has been considered at all other than a convenience for getting the job done quickly. See Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx> A nearby alternative site that is not within an AONB is at Anglesey Alumium, could this be considered as a site with it's proximity to the A55 and the fact the infrasturcture already exists? Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and I now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 2 3 and 4 with particular emphasis on the following policies.

- Management Objective 2: Historic Landscape and Culture CCC 2.1 Identify, protect and actively conserve the historic, archaeological and cultural resources of the AONB with relevant agencies
- Management Objective 3: Development CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB or the integrity of European designated sites
- Management Objective 4: Peace and Tranquillity
- Unspoilt panoramic views and tranquil atmosphere are safeguarded from improvement that would degrade the special quality of the AONB.

Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
CCC 4.2 Work towards securing Dark Skies status for Anglesey
CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits

Management Objective 3: Community Involvement

- Engage with the communities of the AONB through meaningful consultation to improve understanding of the statutory nature of the AONB and create opportunities for

location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused. A landscape scheme should, where relevant:

1. Demonstrate how the proposed development has given due consideration to the Landscape Character Area Assessment or Seascape Character Area Assessment;
2. Demonstrate how the proposed development respects the natural contours of the landscape;
3. Demonstrate how the proposed development respects and protects local and strategic views;
4. Respect, retain and complement any existing positive natural features, landscapes, or other features on site;
5. Identify trees, hedgerows, water courses and topographical features to be retained.

I see no reference to these matters within the information contained. Nor is their any information regarding the sustainability and of the materials used within the construction, how the building, operation and construction aims to be fitting with climate change, reduced carbon footprints, reduced emissions as per the policies below

Policy PCYFF2 – Design and Place Shaping: The policy ensures that development considers the natural environment in the creation of attractive and sustainable places.

Policy PCYFF3 – Design and Landscaping: the policy ensures that development respects, retains and complements any existing HRA Report Anglesey and Gwynedd JLDP July 2017 11/26 Enfusion positive natural features, and replaces any loss of green infrastructure.

SUSTAINABLE DEVELOPMENT STRATEGIC POLICY PS 6

Using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities;

endless research papers that have proven without doubt that light pollution has a significant impact on human health and wellbeing and I make reference in particular to a review published in 2009 Ron Chepesiuk 2009, Missing the Dark: Health Effects of Light Pollution Environmental Health Perspectives 117:1 CID: <https://doi.org/10.1289/ehp.117-a20> The first UK law tackling light pollution came into force in 2006 under Section 102 of the Clean Neighbourhoods and Environment Act (2005). Exterior lighting joins noise and smells on the list of things that can be treated as a Statutory Nuisance and I would argue that the proposals are going to be a nuisance with regards to light pollution and the increased levels of lighting proposed for the site and I refer to the policies once again laid out in the Joint planning report.

- Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
- CCC 4.2 Work towards securing Dark Skies status for Anglesey
- CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits

• PCYFF 2: DEVELOPMENT CRITERIA

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

7. 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;
8. Land allocated for other development/ uses.

The ecological impacts of light pollution

Once again, I refer to being within a AONB with

better engagement. Policies LWL 3.1 Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation, and enhancement of the special qualities and features of the AONB. Heritage, Archaeological and Cultural preservation/ Holyhead and Anglesey have a long history of human occupation and Archaeological remains are known to exist within the vicinity of the site include a standing stone, remains of Bronze Age occupation and Iron Age/Romano-British settlement activity. These alone add to the character, cultural heritage and significance of the surrounding land and in particular for the Druid population that reside on the Isle of Anglesey and their cultural links to the standing stones. Policy AMG2 – Protecting and enhancing features and qualities that are unique to the local landscape character: the policy seeks to ensure that development does not adversely impact on features of visual, historic, geological, ecological or cultural importance Policy AMG 6 relates to protecting sites of regional or local significance. Ecological Impacts of the site The original developments of Parc Cybi there were detailed ecological surveys conducted at initial design stage which identified the presence of badgers, water voles, smooth and palmate newts and lizards. Mitigation measures were consequently included in the infrastructure design to reduce the potential impacts on fauna within the site the claim made is that this resulted in a net increase of >65% in the area of wildlife habitat available compared to the original undeveloped site. I would appreciate seeing the evidence of this claim. What was the actual impact? The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 and is a priority conservation species Environment (Wales) Act 2016 2.1.12 Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the

protect visual amenities, the natural, built and historic environment and the landscape. Operation: • With regards to the operation and day to day running. This is going to be a 24 hour operation, this will result in an impact to residential amenity, Noise and disturbance resulting from use and increased levels of traffic including an increase in the overall air pollution from having a number of HGV vehicles accessing the sites continuously over the 24 hour period. The plans have it so that the HGVs pass on the side of the residential property and for purposes of amenity and reduced disturbance this should not be in the current location. There is also concern for HGV lights shining into properties throughout the course of the evenings which will disrupt sleep. The objections to the proposals are based further on the following

unique and rare wildlife. There is increasing awareness of the impact that light pollution can have on wildlife, by interrupting natural rhythms including migration, reproduction and feeding patterns, increased predation, impact to nocturnal species and the list continues. The proposed development includes smooth, reflective building materials which may change natural light, creating polarised light pollution that can affect wildlife behaviour. This needs to be given serious reconsideration. Wildlife species differ from humans in their sensitivity to light (e.g. they can be affected by very low levels of light) and may be adversely affected in a number of ways by it (see the Royal Commission on Environmental Pollution's 2009 report, Artificial light in the environment). The positioning, duration, type of light source and level of lighting are all factors that can affect the impact of light on wildlife. Air Pollution Air quality is a material planning consideration, planning policies and decisions should sustain and contribute towards compliance with relevant limits values or national objectives for pollutants. The development is going to have an impact on the air pollution within the vicinity. There are going to be HGVs operating 24 hours each day. Again, the impacts of air pollution on the health of the population is one that is studied and understood to have detrimental consequences.

	<p>resilience of ecosystems'. The duty replaces the section 40 duty in the Natural Environment and Rural Communities Act 2006 (NERC Act 2006), in relation to Wales, and applies to those authorities that fell within the previous duty (Ref 1). 2.1.13 To assist in complying with this duty, public authorities must have regard to relevant evidence provided in the State of Natural Resources Report and any relevant area statement for an area in which the authority exercises functions, as well as having regard to the list of living organisms and habitats published under Section 7 of the Act (which replaces the section 42 list for Wales provided in the NERC Act 2006) (Ref 1). 2.1.14 Otter and water vole are listed under Section 7 of the Act. Section 7 is a list of species and habitats of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. This list is currently under review by the Welsh Government in consultation with National Resources Wales (NRW). Local Policy 2.2.5 There are a number of local planning policies set out in the Anglesey and Gwynedd Joint Local Development Plan 2017 (Ref 3) that relate to ecology and nature conservation which in combination with other planning policies will guide local authority expectations in relation to the Proposed Development: • Strategic Policy PS 19 relates to conserving and enhancing the natural environment; • Policy AMG 4 relates to coastal protection; • Policy AMG 5 relates to the protection and enhancement of local biodiversity; and • Policy AMG 6 relates to protecting sites of regional or local significance.</p>							
1003		<p>Request for comprehensive shielding measures for Penrhyn Geiriol against noise, light and visual impact. These should take the form of both physical methods such as ramparts/earthworks, attractive fencing, vegetation and low level, limited, lighting as well as regulatory measures for the HGVs on site such as limited engine running times and use of sidelights only, (the entrance road points directly at properties that would be illuminated by</p>	<p>See note above on control of HGV engines and lights.</p>	<p>Noise and light pollution - see above.</p>		<p>Prospective house buyer - Penrhyn Geiriol</p>	<p>No</p>	<p>Quite close live close to the route (within 250 metres)</p>

		every arriving lorry otherwise). Effort should be made to make the buildings aesthetically pleasing as far as possible as they are replacing what was a lovely view of green fields as far as the A55. The hideous square office block attachments pictured should be re-thought in particular.						
1004	The control post is to near Pehrbyn Geiriol. It could be further north near the Roadking Truckstop Services, or some where else on the A55 perhaps near the vehicle inspection point.	It appears much larger than necessary to handle 25-30 vehicles an hour coming from a country where there has been no need for import inspections in the past.	Vehicles will have to deviate from their normal route along the A55. It is not clear than there is anything to ensure that all vehicles visit the inspection point.	The border post is being sited in an Area of Outstanding Natural Beauty. This should not be allowed.	The need for such an inspection was not mentioned at the time of the referendum. The feedback for this control post should not be made during a period when when movement to and in and arround Wales has been restricted.	Nearby resident	I live close to the route (within 100 metres)	Yes (within 100 metres)
1005	Although designated by Anglesey Council for commercial development this proposed location is in an Area of Outstanding Natural Beauty. Commercial developments usually carry caveats regarding trading times. This development is for 24 hour use and should be sited within the port. This development is at odds with Anglesey's dark skies initiative. This site is low lying and therefore overlooked by nearby residents. Light and noise will cause interference both during the day and at night and will not be able to be screened. I am concerned as to how much lighting will be used in this 24 hour facility, no details have been given. Is there a 'standard' lux measurement which has to be abided by? Lights in the cool blue spectrum are much brighter and more disturbing than the warmer shades and should be considered for use.	This site is close to residents whose properties are built on a rocky outcrop, noise disturbance during building works will be amplified because of this and during the 24 hour running of the facility when in operation. Refrigerated lorries will be a particular problem. The site is low lying and therefore sound and light cannot be screened effectively.	-	I live 8km (as the crow flies) from Holyhead port and 10km from this proposed site and at night can clearly see the lights from both locations. The lights being used on this site presently are a very, very bright white light, much brighter than any other lights along the Holyhead coastal skyline. Light pollution is insidious. Presently on site, the employment of security guards who live 250 miles away is not environmentally sound. Noise and light will cause pollution and interference to wildlife in the locality.	Covid 19 travel restrictions from England into Wales ends on 12 April '21, this consultation period ends on 13 April '21. Because of these travel restrictions this shorter 3 week period for consultation, which departs from the Welsh Governments usual 12 week period, is not allowing time for residents who have second homes in surrounding area and Treaddur Bay to make representation.	Local business owner	No	No

1006	<p>The location is much too close to residential areas near adjoining fields in Trearddur Bay. I do not think that greenfield land should be built on to house this border control post.</p>	<p>Because the inspection of HGVs requires that they are completely enclosed within a building, the height of the buildings will, through necessity, be very tall and completely unsuitable for the location of the proposed border control post, which has a slightly elevated position. The buildings will be far too imposing on the landscape.</p>	<p>There would need to be strict measures in place to stop HGVs/border control traffic from driving along the narrow, quiet lane (Lon Towyn Capel) towards Trearddur Bay Country Park.</p>	<p>The location of the proposed border control post is currently a field/greenfield land. Replacing this with tarmac and a steady flow of HGVs etc, will have an obvious detrimental impact on the environment and the ecology of the area. Light pollution, as is currently a problem with the Roadking Truckstop where the lights are excessively bright and are extremely tall.</p>	<p>Given the increased traffic that this border control post would bring to the area, there would need to be measures in place to ensure that HGVs etc would not park along Lon Towyn Capel and restrict local traffic from accessing places such as the Trefignath burial chamber. Littering would also be a concern.</p>	Nearby resident	No	In the area (within 1km)
1007	<p>Concerned as to why a location less than 200m from a existing, quiet Trearddur Bay residential area been chosen for a service for the busy 24hr Holyhead Port. There are a number of alternative sites that could have been chosen: 1. Within the port - prevents traffic rolling on, and then off A55 again. 2. At the existing HGV inspection site in Caergeiliog, where HGVs can roll straight off a slipway and not round a busy flyover. 3. At an alternative plot in Parc Cybi - on a lower, less intrusive site. The current development on Plot 9 was put in using a temporary permission in case of Brexit issues, and put up with no public consultation. This new proposal is based on a assumption that the existing site was already being used, where in fact before Dec 2020 it was an empty field.</p>	<p>Noise and light pollution are the main issue, as the site is at the top of the hill at Parc Cybi, rather than in one of the lower plots in a natural dip. The proposal mentions landscaping, but is not specific what this would be, so have no idea how effective it would be. The noise during construction of the "emergency HGV stacking facility" was very intrusive, and only bearable in that it wasn't 24hrs. The proposal of a 24/7 BIP facility will not be tolerable. This will be exacerbated if the "emergency stacking facility" needs to be implemented What guarantees will there be that the numbers of HGVs will be limited to the maximum of 40 proposed? How will the noise of a number of these HGVs arriving all at once off the night/early hours ferry be mitigated against? How can you guarantee it will not create a disturbance, most worrying during the night. Noise from vehicles accelerating up to the site, engines running, reversing alarms, cab and container doors banging, noise from refrigeration units, general personnel noise will all add up to a serious disturbance, especially for working people during the night. Proposal states that a site manager will be contactable in event of adverse impacts - what guarantees are there that this person would be available at all times, and that our concerns would be</p>	<p>Increased volume of traffic on/off A55 and over awkward flyover - this is main access for both locals and holiday makers from A55 to Trearddur Bay/Supermarkets etc What mitigation will be in place if in addition to the BIP traffic, the stacking facility needs to be implemented?</p>	<p>As with point 10 - noise and light pollution.</p>	<p>1. The timescale for the public consultation should be longer. With the current Covid restrictions in place, a number of residents will not be aware/in receipt of notification of this proposal until they can visit their properties. This will be, at the earliest only 1 day before consultation closes, so cannot be claimed to be a full public consultation, as many are unlikely to arrive by then. 2. If the noise/general disturbance proves to be problematic long term, there are also concerns about the impact on property value in the Penrhyn Geiriol area especially.</p>	Nearby resident	No	Quite close live close to the route (within 250 metres)

		taken seriously/acted upon promptly?						
1008	Its a piece of land that has already been unnecessarily been disturbed and I feel the location is unfair in regards to the residents behind it, never mind the wildlife that will be disturbed.	I worry it will cause a lot of noise and disruption to the residents in that area, which has always been so very peaceful	The traffic will again disturb the residents behind	The building works will cause havoc could disturb the wildlif, especially after recent works with the unused parking for HGVs	I'm confused as to what has changed and why we need one now, the unused traffic stacking place is just being thrown out to any use. The residents behind don't want or need any more disruption.	Other (please specify)	No	In the area (within 1km)
1009	We are extremely concerned regarding the proposed location of the border control post due to the proximity being within 100 metres to our dwelling. It will impact greatly on our privacy. We appreciate as a result of Brexit that such a post is necessary but we are questioning whether this could be located on a site further away from residential properties. Could this be erected on the area of plot 9 which had already been prepared to receive 129 HGV'S. We were under the impression, originally, that the Welsh Government were going to use plot 7. Now that plot 9 has been over-estimated to receive 129 HGV'S, and you intend to utilise this facility for border checks, would it not be more acceptable to use plot 8: adjacent to plot 9, which is alongside the main approach road towards the Road King, thus keeping the buildings away from residential properties.	The proposed shed will border onto our dwelling. The route of the HGV'S is directed towards our property thus impacting on our privacy. The noise pollution and lighting from both the site and vehicles will cause considerable disturbance. The site will be operational 24/7. We will certainly not be able to continue sleeping in the bedroom at the rear of our property, as we believe the site will be in use about midnight and 5am. This would cause disturbance to our sleep. The lighting from the overflow car park has caused us significant disturbance but the Border Control post will seriously cause more problems due to the proximity to our property. We will be affected by the lighting on the site, HGV lights and staff car lighting. Another great concern to us if flooding of our property. We have a pond on our land, which takes all	The town of Holyhead suffers traffic congestion when the ferries disembark but they normally continue straight onto the A55. With this extra check in place at Parc Cybi traffic will be directed along a road, which is already very busy, being the road leading to Supermarkets.	Our concerns are: POLLUTION - HGV diesel exhaust is a dangerous pollutant to human health LIGHTING - from the site, HGV'S and staff vehicles will impact on our privacy considerably. How can this be reduced NOISE - HGV'S parked with engines running will cause us considerable disturbance, especially during the night. This is not acceptable to us.	Approximately 75 employees to cover a 24 hour period. We would imagine 3 shifts of 25 staff. Why is it necessary to have a staff car park for 75 vehicles? Has the proposed shed been oversized also? On the proposed site layout it does not show how far away the shed is from our property, nor the roadway. Please supply this information. Landscaping, please supply more information. The original landscape bunding surrounding plot 9 is not adequate in height. Most of the trees which were planted are dead. A larger bund, similar to the one at the stacking site, recently built, with a better selection of hardy evergreen trees, might suffice. The site will be obtrusive and the design does not blend in with surrounding green spaces. This is an area of natural beauty and habitat for wildlife. We have noticed over the past few months a considerable decline in pheasants, ducks, herons, rabbits and foxes. You state the operation of the site is not located immediately alongside residential properties. Is 100 metres not alongside? Who is the Site Manager, and how, please may we contact him. Hazardous materials are also mentioned. Can you please divulge further information? Finally, we have had a telephone conversation with Mr James Cooke, Border Infrastructure Programme requesting a site meeting. Can this please be arranged? We have supplied Mr Cooke with a couple of photos. Form also sent by mail.	Nearby resident	I live close to the route (within 100 metres)	Yes (within 100 metres)

surface rain water from the estate, an easement given to the Gwynedd County Council, plus natural run off from adjacent fields. When the pond and surrounding area floods, electronic photos can be supplied, if you forward an e-Mail address, the pond has soak away drains, which run through Parc Cybi. The flooded area normally recedes within 24-48 hours. During the winter period this is a frequent occurrence. We can also supply a video showing the run off from our land to Parc Cybi, which is constant. Plot 9 is currently an interim stacking facility site. Great expense has occurred with this development but we have only seen 2/3 HGV's on this site on a daily basis. This site is designed to accommodate 129 vehicles. Is this not a considerable over estimation at a huge cost. The new proposed development - has this also been over-estimated, if it was on a smaller scale it might not have such a huge impact on our property and might also be relocated to an adjoining site.

1010

The proposal impacts on my property which is located adjacent to the proposed site, which does not appear to have been fully taken into consideration. The information booklet states that the site is not located immediately alongside residential properties, this is inaccurate. From the proposed site layout (page 3 of the information booklet) it is unclear where the current stacking facility is located (page 2 of the information booklet) I have serious concerns about how the noise, lighting, visual impact and pollution are to be managed / mitigated. There is nothing within the information pack that gives me confidence that the proposal has been designed to be as 'unobtrusive as possible' other than saying further documents will be provided.

I would have expected the buildings to have been designed to be less intrusive for local residents, which shows a lack of understating of the location and surrounding area. The current landscaping is not fit for purpose; the trees do not provide the necessary blockage/ cover of the proposed buildings and HGV vehicles. Deciduous trees bordering the plot currently which are dormant most of the year do not provide the necessary coverage. There are large gaps where the trees have not survived. Further detail on the landscaping / fencing needs to be provided. This needs to outline how the noise and visual impact of the proposed build will be minimised. During the construction stage the site will presumably require a significant amount of rock to be removed (pecked)

I would have expected a traffic impact survey to have been completed prior to a site been selected. (Outside of the pandemic) The increased HGV traffic using the A5153 road to the site will have an impact on local community and residents. This road layout has not been designed for a high volume of traffic. What is to be done to reduce the noise of the HGV vehicles arriving on site, as a number will be arriving and departing out of hours in line with ferry crossing timings. Is there to be a site speed limit to reduce vehicle noise throughout the day and night? The proposed vehicle flow / routing will direct the HGV's and other vehicles towards the residential area. With the site open 24/7 the HGV and other

This plot has been rural farmland for decades and as a result wildlife habitat the area. Again the information pack lacks any details of what is to be done to preserve and maintain. Information pack lacks detail of what is to be done to minimise HGV pollution. It is stated that a landscaping strategy is to be developed but no detail to provide reassurances this will suffice.

I appreciate that this is a designated plot for Parc Cybi, I would just ask for my concerns and questions to be considered and answered. The information pack is lacking the required level of detail to give confidence to local residents and the community that a full and thorough due diligence process has been followed. Please provide an email address so I can send across photos of the current inadequate landscaping. Form also sent via mail.

Nearby resident

I live close to the route (within 100 metres)

Yes (within 100 metres)

which will be extremely disruptive to the local residents.

vehicles headlights will shine directly towards my property. HGV safety lights have to be on at all times which again will be very visually intrusive. Lighting columns / Stationary lighting will impact on residential properties.

1011

This location is bad, and to be much regretted. It is far too elevated and visible. The land to the south and south west of 'Plot 9' is a very sensitive landscape (I am the retired public servant who devised LANDMAP Wales: see Planning Policy Wales, 2021). The people of Ynys Gybi deserve to have a coastal forest park, extending the scattered and largely inaccessible coniferous and other woodland to the SE of the site on former smelter-owned land. Land S & SW of Plot 9, extending for several fields, across to the development associated with the B.4545, ought to be earmarked for a Coastal Force park and Arboretum. See my 30 March 2021 post proposing this - on Facebook Trearddur Bay/Porth Dafarch, which within a day received 37 Likes and 9 Shares. Trefignaeth Road that still runs on south of 'Plot 9' is a centuries old post route pre-dating the A.5 and B.4545 embankment crossings. This is an area greatly valued by many people. I grew up on Lon Trefignaeth Road 1954-65, and personally discovered in 1957 the (Cadw scheduled monument) Trearddur Hut Group [located on the now self-styled Trearddur Country Park]. Lon Trefignaeth Road, from Kingsland to beyond its junction with Lon Towyn Capel Road in Trearddur Bay, really should be Listed by Cadw, and a suitable and timely management scheme introduced for the road and its historic walls.

See also Q. 9 above. Design and appearance. If this development goes ahead, which I expect it will, please ask your architects to think very carefully indeed about the appearance of the various buildings. Guidance has been developed over very many years on the appearance of structures in the countryside, e.g., farm buildings and caravans, and in sensitive locations. (I authored for Government- 'Wales: making places, a design guide', 1999. Please refer to it, and invite the Design Commission for Wales (I was a director of its precursor body) to advise and comment on the design proposals before finalisation. The Prince of Wales has also (had) a design commenting adviser. Let's do this 'unfortunate' development as well as it can be done, so that it actually becomes a visual asset, and not the awful excrescence that it could otherwise be. An international ('globally aware') facility that both represents the Britain, and reflects the self-esteem of the local people of Ynys Gybi (and their numerous scenic visitors) of Holy Island, please do your very best to produce a site that is creditable, and even wins praise. And, please, don't overlook the idea of a Coastal Forest Park and Arboretum for area

On behalf of several close friends affected

No

No

to the S and SW of the development, as well as encouraging the maximum possible public sector respect and support for Lon Trefignath itself.

1012	With space limited within the vicinity of the port it is understandable that the control post was built where it is	No problem with either the actual construction or operation of the Control Post	With two ferries minimum arriving and departing between 12.00 and 14.30 ,this would mean an awful lot more freight arriving and departing the Border Control Post than the stipulated 25to30 vehicles per 24 hours. Will all this vehicle movements not have a major impact on the publics use of the roads involved including the roundabouts. I have not mentioned the same amount of ferries arriving and departing between midnite and 02.30 for obvious reasons.	With this area having already been excavated for the construction of the A55 ,this site area was ready for construction. so many vehicles every day cannot have anything but a bad effect on the enviroment.	Main concern is the movement of the public using these roads during the times when both vessels have arrived and prior to departure from the port of Holyhead.	Nearby resident	No	In the area (within 1km)
1013	I think it is a good location as it is close to the Roadking facilities and close enough the A55, access for wagons would not disrupt general traffic as it is not part of a main road and I feel it's far enough away from residential properties.	I think it's important to consider the wildlife aspect if there are any endangered species of animal or plants and to put measures in place to protect	Think the access will not disrupt local traffic as it is so close to the a55 and the adjoining road is not a main road	No	No	Nearby resident	No	In the area (within 1km)

1014	<p>Anglesey Aluminium's Penrhos Works site is secure, has a road layout, offices, covered areas and weigh bridge. The unused area between London road and old ferry birth at Holyhead station would be ideal as access could be gained from A55</p>	<p>This facility must be built and operated with consideration for the people who live locally and the greater number of people that walk down Lôn Trefignath as part of their daily exercise routine as this area was a designated AONB and SSSI</p>	<p>We already have problems with goods vehicles parking wherever they wish and the drivers leaving bottles of urine on the verges and in the hedgerows. These problems need addressing</p>	<p>Light and noise pollution will pose a problem along with drivers tendencies to leave rubbish and bottles of urine at the roadside</p>	<p>Our properties have living rooms upstairs that look out towards Holyhead Mountain and we have had to complain about light pollution to the developers and I am concerned that this development will become a noisy, smelly light polluting "blot on the landscape"</p>	<p>I am: 1. A former resident of the local road that runs on south from Plot 9. 2. I was a professional public servant in Wales (Gwynedd CC 1975-83; Countryside Council for Wales 1991-2004), developing the national landscape information system, LANDMAP. 3. I am extremely concerned that the AONB national landscape that covers Parc Cybi, and ALSO covers most of the rest of Holy Island (Ynys Gybi) south, SE and SW of Parc Cybi is not being sufficiently well managed by the public authorities. There is VERY MUCH more that could and SHOULD be being done: IoACC Planning/Countryside/Menter Mon, NRW, and Cadw.</p>	No	In the area (within 1km)
1015	<p>I believe there are other sites more suitable and less destructive in the area. 1) The Ortheos/Anglesey Aluminium site is a large brownfield site, more directly accessible to the port with some of the relevant facilities already available onsite. That site would not have been intrusive to any residential area, in contrast to Plot 9. 2) There is a large area within the port boundaries, in the vicinity of Platform 1, station area, which could have been repurposed. That would have been less intrusive to residential areas and totally secure.</p>	<p>1) Construction- given this facility is proposed in a SSSI, to be built on the unused area for HGV stacking, which itself was built under emergency powers, which allowed the development without any input from the public there is a duty, if built, to ensure work undertaken does not intrude on the environment or local communities. There is a duty to improve community involvement and consultation. 2) Operation: the site must operate continuously with full respect for the environment and local population. Visibility of facilities, both night and day from surrounding properties needs to be minimised as much as possible. Floodlights should be kept to a minimum and lighting should be low intrusion and downward focussed. Noise and fumes from vehicles should also be strictly controlled, with vehicles not allowed to run engines unless necessary and for the shortest time possible. The site manager must be accessible and open for residents to offer comments/suggest changes.</p>	<p>Vehicles should not be allowed to park anywhere on the access road - from the main roundabout on the link road on the B4545 up to and including access to the site. Historically the road through Parc Cybi and field entrances along that road have been blocked by lorries choosing not to use Road King. Food waste, general rubbish and human waste has been dumped along verges and in gateways. Are the roads in Parc Cybi of suitable strength to deal with continuous HGV traffic? Are Border Facilities intending to support financially the maintenance of footpaths and grass verges along the Parc Cybi access road?</p>	<p>Light pollution should be kept to a minimum - low height, downward facing minimum intensity lighting should be used. The areas surrounding Plot 9 have been dark sky areas in the past. Noise, fumes and liquid pollutants from the site must be monitored and kept to a minimum to ensure the local environment is not further degraded.</p>	<p>Our home and two other properties face the site directly across fields at a distance of approximately 500m. These 3 properties are 'upside down' houses so lighting on Plot 9 has intruded hugely into our living rooms. In the recent past security staff on the site refused to switch off lighting at maximum height and refused to adjust it downwards, which created very difficult living conditions for us and our neighbours. Lighting MUST be of the lowest intensity, downward facing possible. Landscaping should be considered on ALL boundaries to decrease the visual impact from all aspects and light impact from all aspects at night. Building height must be carefully considered in order not to intrude for surrounding residents. Your outline plan has little indicated height so residents will find it difficult to assess what impact any of the buildings planned will have on their properties. More information for all is required.</p>	<p>Nearby resident</p>	No	In the area (within 1km)

1016	BEST SITE CONSIDERING THE CONSTRAINTS OF SIZE AND LAND AVAILABILITY. WELL AWAY FROM RESIDENTIAL AREA. EASILY REACHED FROM A55	NONE	NOTHING MUCH ABOUT THIS IN YOUR EARLY BLURB. HOWEVER, SKETCH PLANS LOOK REASONABLE.	NATURE IS ALWAYS THE FIRST TO SUFFER BUT 'NEEDS MUST'!	CAN CCTV & ANPR CAMERAS BE POSITIONED ON THE ROUTE TO / FROM THE SITE AND PORT? THERE IS A LOT OF 'URINE IN BOTTLES' AND FAST FOOD PACKAGING THROWN FROM VEHICLE HERE!	Nearby resident	No	In the area (within 1km)
1017	No					Nearby resident	I live on the route	In the area (within 1km)
1018	Yes - Inadequate & insufficient details provided. What are the costings? What alternative sites have been considered? Why was this consultation not carried out earlier? Why is the consultation period so brief? What are your policies on energy conservation, atmosphere monitoring, impact of light & noise on environment, transport policy.	Yes - this area depends on tourism. There is little other industry. Creating 75 jobs would not compensate for the lack of character & loss of tranquility this control post would create. There are many other suitable sites close to the A55 that would not be so disruptive and not impact negatively on tourism & the environment.	Yes - this control post will create traffic congestion and have significant impact on road safety in the area. This is not an affluent area, the area can be busy with pedestrians, including families with young children walking to & from retail centre to Holyhead and to and from Holyhead to the beach and Penrhos.	Yes: This area is important for wildlife - the neighbouring country park has an incipient red squirrel colony, rare choughs have been reestablished and the area is home to some specimens of rare plants not found elsewhere. Also it is an important archaeological site with standing stones along one of the nearby access roads.	Yes. I object strongly to the design. Access has not been adequately considered. What is the green transport policy? 75 Car parking spaces for a workforce of 75 over 24 hours is totally out of proportion given that you quote 24-30 vehicles (HGV's) during a 24-hour period. What about buses and cycle ways for workforce?	Other (please specify)	No	No

1019	The site is on an archaeology site. All evidence has been destroyed during construction. Artefacts have been lost/destroyed.	Yes, is it possible to minimise the run time of engines, especially during cold snaps when lorries run their engines continuously to keep the batteries charged. Suggest charging points be installed for charging batteries with the supply coming from a renewable source.	Ensure no wagons/lorries go through Trearddur Bay. During the tourist season Trearddur Bay gets very busy and clogged with traffic.	Water run-off from the tarmac as natural drainage has been destroyed. Pollution from the park from light and polluted run-off.	Please address these issues.			
1020	The Control Post is close to residential property with risk of pollution to the environment caused by emissions from HGV vehicles.	The roundabout close to the proposed border control is far too tight & small.	The Border Post should be constructed closer to the A55. Why hasn't the control post by Bodedern turn off being considered?	Absolutely - as answer to Q1. Also site opposite a historical site of interest, the Trefignath Burial Chamber.	This was rushed through due to Brexit without thought. Initially Roadking was being purchased & then withdrawn, shambolic decision making & wasted money. Site should definitely be closer to A55.			
1021	As good a site as any	None	None	None	None	Nearby resident	No	In the area (within 1km)

Significant objections to the location. Our property is 100m from the site boundary and will be significantly impacted by light and noise pollution (as is already being experienced). Please get in touch with a contact and I will share photo's of the insufferable light pollution.

*** "The site provides convenient transport links with nearby access to/from the port of Holyhead and the A55 linking with mainland Wales."

* There are multiple other developed (and undeveloped) sites located along the A55 that could be considered:

° Site off Junction 4, Bodedern - scope to expand the site with no residential impact, closer proximity to the A55 and is on route to and from the port, HGVs would only need to make one stop on their journey across the island.

* Anglesey Aluminium or Penrhos Industrial Estate — Already has the infrastructure there, lighting already installed and has no additional impact to residents and wildlife, is directly off the A55, is not in an area of outstanding natural beauty, vast areas not being used.

* Parc Cybi Plot 7 — Can be used in conjunction with the Roadking Truckstop, no residential impact.

* Parc Cybi Plot 8 — Current Plot 9 development extended into Plot 8. This would decrease the impact to residents and keep traffic away from the estate.

* Gaerwen industrial estate — land is already developed for industrial use, lighting and access already in place,

* Mona showground — site development with no residential impact, fewer noise restrictions due to proximity to the airfield.

* Mona industrial estate — developed site with no residential impact, fewer noise restrictions due to proximity to the airfield.

Quoting Virginia Crosbie: "Investigations by both Welsh and UK Governments have established there is no single site immediately available in Holyhead that is big enough to support both functions. This means that the operations will need to be split over multiple sites." Why is this not being considered further? Using multiple smaller sites would have less impact on residential

*** "Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses."

* reference Virginia Crosbie- multiple smaller sites can be used. Smaller sites can be designated for the different purposes as above. Smaller sites are less intrusive and there are several already available in Parc Cybi that would not have a residential impact. Has this been considered?

*** "Approximately 75 staff car parking spaces."

* Are that many staff going to be on site at the same time considering it is 75 staff expected to visit the site within a 24 hour period? This amount of car park space seems excessive and is wasting space.

***Proposed site layout - "The site has been designed taking social distancing into consideration..."

* Does this mean the site has been over developed to allow for social distancing? This is unrealistic, COVID-19 is a small blip in the grand scheme of things. A site should not be over developed for something that will be a thing of the past in the near future, most likely before the site is up and running. Again, this seems like a plan for something that by the time it's built is no longer an issue.

***Site design - "Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects."

*Is lighting necessary if there is lighting in the building to carry out checks? HGV headlights and cats eyes on the road should be sufficient.

Dealing with light spillage

* "On average, around 25-30 HGV's are expected at the site throughout every 24-hour period."

Currently there are eight (8) ferries between Holyhead and Dublin: 00:15, 00:30, 2 x 5:30, 2 x 11:30 and 2 x 17:30.

Expecting the upper limit of 30 HGV's within a 24-hour period across 8 opportunities to cross the Irish Sea: 30/8 = 3.75 (4 rounded). A maximum of 2 crossings at the same time: 4x 2 =8. On average, 8 HGV's would be visiting the site for inspection. Again I reiterate, why is the site being developed on such a massive scale? | firmly consider it to be an overdevelopment for the needs.

Traffic management

***"The number of HGVs than can be stationed at the Parc Cybi border control at any one time would be up to 40."

* This is surely a huge overestimation when on average, 8 HGVs would likely be present. Is it at all necessary to create a site of such grand scale for a 'just in case' scenario. Traffic across the island has decreased significantly since Brexit. Understandably, preparations were made by stockpiling but one would expect by now, if traffic was ever to increase to anywhere near historical levels, they would have started to do so more than what they have.

*** "In the event of any closures of the A55, the AS would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site."

* Although this is

***All environmental mitigation measures would be reviewed by the Welsh Government and the site operators on an ongoing basis."

* How often would these measures be reviewed? What happens if mitigations are broken? Is there any disciplinary action? Who would be held responsible? Will there be contact information made available to report any environmental issues? One environmental issue which is already a problem with the existence of the Road King is bottles of urine being thrown into verges and onto foot paths. More HGV's visiting the park is going to result in more environmental hazards like this. Families walk through the park to Trefignath, the Neolithic burial chamber and Ty Mawr Standing Stone. I am amazed that planning was ever fairly granted when the area is an AONB and SSSI with historical significance present.

* Archaeological digs from a decade ago found ancient finds of "international importance" which showed how people lived on Anglesey around 6,000 years ago. A 6,000 year old Neolithic timber hall, a 2,400-year-old Iron Age village and a 4,000-year-old Bronze Age burial site with stone chambers were just some of the discoveries made by experts from the Gwynedd Archaeological Trust who excavated the 20 hectare site between 2006 and 2010. The most important artefact is considered to be a large Neolithic jet-like bead - the only one known to have come from Wales - and believed to be 5,700-years-old. With such important archaeological finds at Parc Cybi, how can it be justified to essentially concrete over these rich historical lands?

*** "... environmental

*** "Employment opportunities would be created."

Of course employment opportunities would be created but how many are guaranteed to be local people? How many are expected to be contractors from afar who live in temporary accommodation during the week before travelling home for the weekend? The security guards currently working at the site are from Manchester, living in a B&B during the week. Why are local people not employed in these roles? This is absolutely what will happen once a full site is constructed, many roles will be filled with people from away which does not benefit the local community.

How many of the job roles are skilled? How many would be on zero hour contracts? What benefit will the local community gain and do these benefits outweigh the detriment to the immediate local community? How many roles would require individuals with higher education certificates?

*** "The Parc Cybi site is already allocated for commercial development."

If the entire park area was to go through the planning process today for planning to commercialise the area, would planning be granted? In light of all the new data supporting the effects traffic and destruction of natural habitats have on climate change, effects of commercial developments on ecosystems, effects of light and noise pollution on mental health, serious thought needs to be given to using Plot 9 for the proposed purposes. Anyone visiting plot 9 or viewing the plot from Penhryn Geiriol will see that Plot 9 is not a plot that sits nicely within the business park. It is at the end of the park, tucked away behind a hill and most certainly in an area of outstanding natural beauty. Also tucked away behind that hill are multiple residential estates. Development of this nature on Plot 9 will encroach on the everyday lives of real people, we have serious privacy concerns. Had Plot 9 been on the other side of the hill, it would have little impact on residents but with this precise location, this development plan is obscure and out of place.

*** "The site would operate 24/7..."

Concerned about the light pollution when no HGV's are present on site. Wasteful use of energy. Is a no light site possible? Making use of such things as cats eyes to direct HGV's to the necessary location. Why would an excessive amount of light be necessary if the checks are being performed within the building? Concerned about over-illumination when HGV headlights would be sufficient — if headlights are sufficient on trunk roads why would they not be sufficient for a border control post? Again, the flow of traffic design has not considered the estate and headlights alone will be a nuisance. Concerned about noise pollution during early hours of the morning. The living space of my property is facing the site; living room, master bedroom and our 1 year old son's bedroom. Light and noise pollution are serious concerns which have already been causing undue anxiety during the build of the stacking site. The noise from the construction throughout the day and the light pollution from the flood lights has already impacted my mental health. When the HMRC took over the site on 18 March 2021 | had a breakdown due to the intense light pollution directed straight at the estate and directly into our home, it was an absolute invasion of privacy. Closing the curtains did little to block out the light and the hum from the generators powering the lights could be heard indoors with the windows closed. | have had several restless nights due to the light issues which has contributed to a deterioration of my wellbeing and heartbreakingly my 1 year old son has become anxious as he is picking up on my emotions. Scheme details

****"Approximately 75 employees expected at the site over a 24-hour period..."

Nearby resident

No

Yes (within 100 metres)

<p>estates.</p> <p>*** "Part of the site has already been developed using temporary permission under the Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the transition period." * The site has not been used as a HGV stacking site making it redundant. The contraflow along the ASS was also not used. The site was built as an emergency based on overestimated predictions. Estimates given in the information pack are viewed as overestimates leading to a proposed overdevelopment. * Had the stacking site not been built would Plot 9 have been considered for a border control post? If not, has enough consideration been given to any of the other sites which would have been developed, sites with less residential impact? Penrhyn Geiriol is a bordering estate with properties within 100m of Plot 9's boundary. Has the proximity of Penrhyn Geiriol and other neighbouring estates been considered when discussing Plot 9? ° would like to plea with anyone working on this project to visit the estate to understand the true impact a site of this nature and magnitude will have on the residents. Aerial maps do not give a sufficient appreciation of how vast and visible this site will be to the neighbouring properties. Penrhyn Geiriol is in an elevated position and will be over looking the site.</p> <p>****"Further environmental surveys will be undertaken..." * How can further environmental survey be undertaken when there now exists a brown field where all the existing habitats have been destroyed? ° Were initial studies thorough and complete? Visible wildlife has dropped substantially since the destruction of Plot 9. We now see fewer rabbits, badgers, pheasants and ducks. Their environment has been disturbed. * Has the flooding been adequately assessed? Our garden and our neighbours land is susceptible to flooding during periods of heavy rainfall. Removal of such a vast area of natural drainage will undoubtedly increase the severity of flooding, damaging</p>	<p>is necessary but also, minimising the number of lights on the site should also be necessary as although there may be no light spillage, the fact that the site itself is being lit up will be a source of light pollution in itself. Will the impact to people be considered in the survey? We are/will be heavily impacted and this needs to be recorded and noted as unacceptable.</p> <p>*** "An assessment of noise impact will be undertaken to ensure the noise levels do not significantly impact nearby residents, and noise mitigation measures (if required) will be included in the design." * Any noise level will be a significant impact on residents due to the peacefulness of the estate pre-Plot 9 development. Are controls measures able to eliminate 100% of noise? We can currently hear the generators powering the temporary lighting which are located on the far end of the plot, away from our property, when we go to bed. HGV's coming right up to the boundary nearest our home will have a incredible noise impact which will be: unacceptable, especially during the middle of the night. Refrigerated trucks are only going to worsen the issue.</p> <p>*** "Are refrigerated vehicles expected at the border control post? Refrigerated vehicles would be checked at the border control post and beheld at the site for as little time as possible." * Refrigerated vehicles are extremely noisy, this is of significant concerns to residents. Do any mitigations exist to eliminate noise produced by HGVs 100%? Due to the proximity of the residential estate these mitigations would be expected as a minimum as enjoyment of our outside space would be completely eliminated if noise issues cannot be handled.</p>	<p>currently an established route, if more HGVs are expected to be visiting the park (as stated - possibly 40 at any one time), are these routes capable of handling such increased HGV traffic, will public safety be compromised with Increased traffic of this nature? The predicted numbers provided are misleading and contradicting of one another. Statements being made: 25-30 in a 24-hour period, followed by 40 at any one time. This is absurd and deceptive. The predicted throughput after we exited Europe on 1* January were colossally incorrect, to the extent we shut half the A55 down and spent millions of pounds on building a stacking site which was never used for its purpose. What confidence does the Welsh Government have in these latest figures?</p>	<p>assessments continue to be carried out..." How are environmental assessments still being carried out when the area has been destructed. Existing habitats have been destroyed and the number of wildlife has been reduced. What measures can be put in place for the loss of habitats when naturally, if you concrete over you cannot replace?</p> <p>*** "A landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects." * Will the strategy include a way for preventing increased flooding to local residents? What landscaping will be done to lessen the visual impact of the buildings, the tarmac and all the HGV's v g the site? This is an AONB and therefore a lot of consideration needs to be given to each and every aspect of the landscape. Initial suggestions would be green roofs which would promote wildlife such as bees or better yet to essentially bury the inspection shed to create an above ground hobbit style building. This design would benefit in respects to naturally insulating the building and therefore reducing energy loss, natural noise suppressor, would contribute to balancing the environmental affects due to increased pollution. It would most likely be the first of it's kind and would pave the way to a greener future for historically unattractive commercial outlets.</p> <p>*** "The assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise" Each and every single one of those points will be negatively</p>	<p>75 employees is excessive considering an average of 8 HGV's will potentially be visiting the site at the same time. Will it be 75 employees over two or three shifts — across a 24 hours period? What other roles are their other than marshals and will 10 marshals always be on site? Why are so many marshals necessary considering the expected site throughput? How many inspectors will be on site at any given time? Are technological advances not able to be used to reduce the amount of staff required? The running cost of technology would be beneficial over paying several salaries and considering tax payers are footing the bill, savings should be considered where ever possible. Should we be concerned for our safety if there is a need for that many safety marshals? fs there a risk of illegal immigrants running away from the site and towards our homes? Is it expected that local crime rates will increase?</p> <p>*** "Approval of the site would be sought through the requirements of a Special Development Order (SDO)..." "Why were preparations not made in advance of November 2020 when Brexit was known about for at least 3 years ahead. As residents, we feel like we have been backed into a corner and we have no opposition to these plans going ahead due to the urgency which was wholly avoidable. Our strongest opinions are to re-locate the site elsewhere or to develop across onto Plot 8 rather than encroaching onto residents through developing into Plot 9.</p> <p>*** "A number of separate documents will be provided to Welsh Government" * Will the public be able to access these documents before any planning is granted? Is there another consultation phase when final plans have been created?</p> <p>PERSONAL STATEMENT</p> <p>We are a young family who have worked extremely hard to be able to afford a property in such a premium neighbourhood. We paid a premium for this house in November 2020 only for the dream forever home to turn into a nightmare two weeks after we moved in. Searches conducted did not identify anything that would have deterred us from buying this property and we feel completely blindsided by what has happened. There were no communications regarding the initial development for a stacking site and it seems the expanded development is a foregone conclusion based on the stacking site opening the gates to such a development. Our initial concerns are the light and noise nuisances (indoors and outdoors) that a site of this nature and proximity to us is going to cause. Other concerns are the increased risk of flooding to our garden, increased air pollution, detrimental affect to local wildlife and the visual hindrance that will be on display from our most lived in room. Extensive thought and consideration needs to be given to the appearance of such a large building in the middle of an area of outstanding natural beauty.</p> <p>I am a keen night time photographer, this was one of the biggest draws to this property. The fact there were dark skies next door meant excellent opportunities for photographing the milky way, meteor showers and teaching my son about astronomy when he is older but must admit the absolute biggest opportunity was hoping to benefit from was north facing dark skies as this would give us the perfect setting to set up and image the Northern Lights or if incredibly lucky, be able to see them without the need for a camera as have done so on numerous occasions from Holyhead Country Park. Alas, this has not been AT ALL possible due to the light spill from construction works and most recently the light trespass of HMRC's set up and will not be possible once the entire site is developed.</p>			
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<p>our property.</p> <p>*** " include the necessary design measures and mitigation required to ensure the residential and ecological receptors are not significantly impacted."</p> <p>* What is the definition of not significantly impacted? As directly neighbouring residents, not significantly impacted is almost impossible to achieve but there are means to keeping the disturbance to a minimum. The site was previously a dark sky area before the stacking site was erected, light pollution is one of the most significant forms of pollutants we are concerned about, along with noise. Photo's are attached to this pack to show how significant of a problem we have experienced thus far with the construction of the site and HMRC's use of flood lights.</p> <p>* — Isle of Anglesey County Council have just announced a 'Dark Sky Grant Scheme' with a £50,000 fund established by the Welsh Government. How can a scheme like this be justified when a dark sky area is being destroyed by light pollution? We should be doing all we can to protect the dark skies we have by re-using existing sites and not creating more wasteful pollutants.</p> <p>* Particular consideration has not been given to the interface with the nearest adjacent housing to the site. The development will significantly disrupt its neighbours.</p> <p>* The flow of traffic in the design is forcing HGV's to the far end of the field, to within 120m of our property, essentially as close as possible, where there will also be parking spaces. Having engines turned off is all well and good !F drivers abide by those rules but the fact remains refrigerated HGV's will be continuous noise polluters, the start up of engines and the basic movement of HGV's that close to the estate will be a nuisance. We are fearful of the noise nuisance this is going to cause at any time of the day, but especially at night, and we do not understand why the site was designed to force the traffic to this side. It would make more sense to keep the traffic to the road side of the site. This part of the design does not consider the residents and we feel it is poorly thought through.</p>	<p>*** "When will construction work start? Subject to receiving planning permission, required site works could begin in Summer 2021."</p> <p>* How are resident supposed to manage noise and dust created by the construction works? Majority of the homes are occupied by people who have retired or people who work from home like myself. The homes in the estate are majority occupied with possibly only one or two that are holiday homes, this development is going to affect each and every one of us. Again this is another aspect of this site being chosen for this specific development that is of great annoyance as nearly every property here is going to be impacted.</p>		<p>impacted/impacting:</p> <ul style="list-style-type: none"> - Air quality — Increased HGV traffic = Increased air pollution = Increased risk to health - Cultural heritage — The area is of archaeological importance and our dark sky heritage with Anglesey celebrating some of the darkest skies in Wales. This development will have a detrimental effect on the character of the local area. - Landscape and visual effects — Plot 9 as previously mentioned is over a hill which separates it from the remainder of the park. It is in an AONB and borders natural green fields. Placing an enormous shed in the middle of the field surrounded by tarmac will have no other effect but detriment to the area. My understanding is development within an AONB needs to give great consideration to the design and not be intrusive to the surroundings, which has not been done with regards to the information pack received (albeit each diagram has a disclaimer but as a resident with no inside knowledge of the plans, this is all I have to base my opinion on). The visual effects of the temporary lighting is detrimental to my mental health, although temporary they have been a great nuisance since November/December 2020 and if used until the site is up and running that is a further 1-2 years potentially. Action needs to be taken now as I am sure it is not only humans that these lights are impacting, the brightness of them will have wildlife confused. - Biodiversity — Residents have already witnessed a significant drop in wildlife visiting the surrounding areas, to no surprise considering the noise caused during construction and the 	<p>I have struggled a lot over the last few months with my mental health due to the light pollution and the feeling of being trapped in a property may not want to live in once the development is up and running. have started to request quotes for replacement windows to install acoustic glass for fear of how bad the noise may be from the site but there is nothing that we can do about the noise when we are outside enjoying family time. This is why it is imperative that the mitigations for noise issues are strict and eliminate all of the noise. In due course will request quotes for external soundproofing as am sceptical about how successful the control measure put in place will be. I have even gone as far as having an estate agent to view the property and to discuss our options. We have been informed a development of this nature WILL devalue our property. We purchased this house with the view it would be our forever home so the eventual value of it once we had renovated it to our exacting standards would not matter to us. But due to this development we are unsure whether we will want to stay here so the value is of utmost importance.</p> <p>It is unfair for us to be out of pocket and financially worse off because of something that is out of our control and is being forced upon us. We would like to discuss a compensation package for the mitigations we will have to install, the loss of property value, the mental burden and drain this has placed on us and the constant disruption we have had to endure for the last five months and for the foreseeable future. have given my everything to provide my views on this project and I have done all I can to try and minimise the disruption to our family life but is not enough.</p>			
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* — Light and noise pollution are undoubtedly our biggest concerns, we bought this property in November 2020 as our forever home having worked extremely hard to be able to afford this location. Two weeks after moving in the work started on Plot 9 and our dream has quickly been lost. The enjoyment one should get from a new house has been ruined. As I work from home my desk was set up in the living room, also facing the site. We have now lost use of our third bedroom as a bedroom as I have moved my desk into that room for the sake of my mental wellbeing. The light pollution in the evening and constantly looking at the site have made me incredibly anxious and stressed. We are suffering with restless nights due to noise from the generators powering the temporary lighting. If we can already hear the generators at the far end of the plot, we are undoubtedly going to hear HGV's at the nearest side of the plot.

* The evening the A55 contraflow was dismantled, 16% February 2021, we had light nuisances from HGV's entering the site which disturbed our sleep. HGV's driving down the length of the plot will be a massive nuisance as has already been experienced. I wrote to the Welsh Government on the 18th February regarding this issue and was told a bund/screen would be built around the site. I am sceptical of the benefits something like this will provide as ultimately the plot is very long and the screening would need to be very high to counteract the light pollution. That in itself will be unsightly.

* What design measures can be installed to reduce the amount of toxic fumes from HGV exhausts polluting the environment and nearby properties?

*** "Serial view of current stacking facility"

» Is the current tarmacked area not of sufficient area to perform the activities which are to be undertaken at the site? Having talked to staff at the site we have been informed the area is more than enough.

* Why is the site being developed so massive? It is an over-development for the needs.

* There is current parking bays

brightness of lights constantly on at night.
- Road drainage and water — Laying tarmac across the entire plot is removing natural draining. Our lower garden and our neighbours land is low lying and flood during periods of heavy rainfall. Removing the natural draining of that field will only lead to more significant flooding problems for us. it is unacceptable for residents to be negatively impacted as a result of a development they are wholeheartedly against.
- Noise — Generators can currently be heard in doors from the North side of Plot 9. HGVs being directed to the south side of the plot, up to the residential boundary is going to cause unliveable conditions. Mitigations to eliminate 100% of noise is the only action acceptable.

***"The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects."

* The soil here is rich in clay and therefore is not quick to free drain meaning water accumulated on the surface quickly and becomes a significant problem during prolonged heavy rainfall.

= The health of local residents may be impacted by air pollution but mental health problems have already begun due to the cumulative effects of:

- Construction noise issues in the day followed by
- Light issues in the evening followed by
- Worse light issues and generator noise issues in the evening followed by
- Having the lights dimmed but made brighter again a few days later followed by
- Being told that the lights are not as bright as they once were so we should accept that it is an

for approximately 130 HGV's. This is significantly more than the estimated number of HGV's visiting the site with a 24 hour period.

* Why has the building planned for erection been designed so huge? Would a building built across the length of the tarmac currently there not be sufficient? That would keep traffic localised to the far end of Plot 9, away from the estate.

Questions and answers

*** "Why this location?"

* Other sites could be used as discussed previously. We are proactively encouraging the use of other site that WILL NOT impact residents. Why cause such distress to people when other options exist?

*** "Will the operation of the site impact local communities? The site is not located immediately alongside residential properties."

* Our neighbours and our property are 100m from the boundary of Plot 9. We are directly impacted by this development. Saying 'immediately alongside residential properties' means nothing, 100m IS DIRECTLY next to a development of this scale and nature. Anyone who will accept my invitation to visit the estate will see that this is DIRECTLY next to our homes. We are looking into the site from above, there is no avoiding that it is there, landscaping will have little impact due to out elevation. What angers us the most is that there are other possibilities and yet we will be heavily impacted by this decision if planning is granted. For anyone reading this, think to yourselves, would you want this site 100m from your property? Would you want to look at this site every time you walk in to your living room or bedroom? Would you want the noise, light and air pollution that comes with it? This statements is absolutely incorrect and it offends me that anyone would think this is accurate.

improvement. However, having visited the site at night on the 6th April (when the lights were re-brightened) with the lighting considered 'acceptable' by the HMRC, it is easy to see why staff are suffering from headaches as I felt like I needed sunglasses at 11pm.

- We are now trapped living with lights which are trespassing into our property, making life very difficult and there is no one willing to help us. How do we know this isn't going to be the exact same situation when the site is built as I would expect the project to be the same individuals?
- The last five months have been relentless and it is absolutely heart-breaking that the local authority and Welsh Government is unable or unwilling to help.

*** "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats."

*** "Where impact to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In addition, biodiversity enhancements would be incorporated into the scheme."

* If possible these enhancements would be excellent but I wonder how much enhancement can be made when an area will be heavily covered with tarmac, constant lighting and loud noises from HGVs be present. What would burrowing animals be able to gain? How would nocturnal animals cope?
* Where is the evidence that biodiversity was not negatively impacted by construction on other plots? Increasing loss of habitats and biodiversity in a single area (Parc

Cybi as a whole) cannot be mitigated. Through systematically destroying the habitats, one plot at a time, the existence of wildlife here is going to disappear altogether which is unacceptable due to human activity. Especially when other sites which already have the necessary infrastructure are not being considered.

1023

Significant objections to the location. Our property is 100m from the site boundary and will be significantly impacted by light and noise pollution (as is already being experienced). I object to the location selected for the development for the reasons detailed below which including material planning objections concerning visual amenity, Traffic generation, Noise and disturbance resulting from use. The location of the site will impact my visual amenity and whilst the right to a view is not a planning consideration it should be considered on the basis of residential amenity. I have expanded on my concerns below with objection due to the location.

The site is located in an Area of Outstanding Natural Beauty (AONB) with a gently undulating topography and is within close proximity to areas that are designated Site of Special Scientific Interest (SSSI). An AONB is a statutory designation stemming from the Countryside and Rights of Way Act 2000, which applies to England and Wales. The designation means that local authorities have: "a permissive power to take action to conserve and enhance the natural beauty of the AONBs in their areas."

The Isle of Anglesey AONB Management plan of 2015-20

<https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Anglesey-AONB-Management-Plan.aspx> quotes that The Isle of Anglesey AONB has one of the most distinctive, attractive and varied landscapes in the British Isles. Anglesey

Construction:

The objections to the construction are based on Layout, design, appearance and materials and also the Visual impact of the development. The development is ugly, over-bearing, out-of-scale and out of character, Being within a designated AONB it would be expected that this would have been considered as part of the design to make it more in keeping with the current area and to consider the impact of the development on the landscape. It would have been more appropriate to have the structure compliment the natural surroundings consideration of something more architecturally pleasing and perhaps incorporated green spaces and green roof spaces for example rather than an industrial unit which I suspect was decided in order to get it built quickly and cheaply due to the urgent requirement and lack of preparation by the UK / Welsh Government.

I refer herein to the policies set out in the Anglesey and Gwynedd Joint Local Development Plan which states in absolute terms that proposals that fail to show landscaping has been considered from the outset as part of the design proposal will be refused,

POLICY PCYFF 4: DESIGN AND LANDSCAPING All proposals should integrate

Heritage, Archaeological and Cultural preservation

Holyhead and Angiasey have a long history of human occupation and Archaeological remains are known to exist within the vicinity of the site include a standing stone, remains of Bronze Age occupation and Iron Age/Romano-British settlement activity. These alone add to the character, cultural heritage and significance of the surrounding land and in particular for the Druid population that reside on the Isle of Anglesey and their cultural links to the standing stones.

Policy AMG2 — Protecting and enhancing features and qualities that are unique to the local landscape character: the policy seeks to ensure that development does not adversely impact on features of visual, historic, geological, ecological or cultural importance

Policy AMG 6 relates to protecting sites of regional or local significance.

Ecological Impacts of the site

The original developments of Parc Cybi there were detailed ecological surveys conducted at initial design stage which

Nearby resident

No

Yes (within 100 metres)

was designated as an AONB in 1966 in order to protect the aesthetic appeal and variety of the island's coastal landscape and habitats from inappropriate development.

| would argue that further development of this site is contrary to the above and is not protecting and conserving the AONB- especially that there are areas in the vicinity that are outside of the AONB designated area and are just as convenient. | do not feel that full consideration regarding the appropriates of the site has been considered at all other than a convenience for getting the job done quickly. See images attached as taken from Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx>

Image 1: Proposed site in the AONB

Image 2: Nearby Alternative site not within the AONB.

Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and | now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 23 and 4 with particular emphasis on the following policies.

quickly. See images attached as taken from Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx>

Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and | now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 23 and 4 with particular emphasis

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,

A landscape scheme should, where relevant:

1. Demonstrate how the proposed development has given due consideration to the Landscape Character Area Assessment or Seascape Character Area Assessment;
2. Demonstrate how the proposed development respects the natural contours of the landscape;
3. Demonstrate how the proposed development respects and protects local and strategic views;
4. Respect, retain and complement any existing positive natural features, landscapes, or other features on site;
5. Identify trees, hedgerows, water courses and topographical features to be retained.

I see no reference to these matters within the information contained. Nor is there any information regarding the sustainability and of the materials used within the construction, how the building, operation and construction aims to be fitting with climate change, reduced carbon footprints, reduced emissions as per the policies below. Policy PCYFF2 — Design and Place Shaping: The policy ensures that development considers the natural environment in the creation of attractive and sustainable places.

Policy PCYFF3 — Design and Landscaping: the policy ensures that development respects, retains and complements any existing HRA Report Anglesey and Gwynedd JLDP July 2017 11/26 Enhancing positive natural features, and replaces any loss of green infrastructure.

identified the presence of badgers, water voles, smooth and palmate newts and lizards. Mitigation measures were consequently included in the infrastructure design to reduce the potential impacts on fauna within the site the claim made is that this resulted in a net increase of >65% in the area of wildlife habitat available compared to the original undeveloped site. | would appreciate seeing the evidence of this claim. What was the actual impact?

The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 and is a priority conservation species

Environment (Wales) Act 2016 2.1.12 Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the resilience of ecosystems'. The duty replaces the section 40 duty in the Natural Environment and Rural Communities Act 2006 (NERC Act 2006), in relation to Wales, and applies to those authorities that fell within the previous duty (Ref 1). 2.1.13 To assist in complying with this duty, public authorities must have regard to relevant evidence provided in the State of Natural Resources Report and any relevant area statement for an area in which the authority exercises functions, as well as having regard to the list of living organisms and habitats published under Section 7 of the Act (which replaces the section 42 list for Wales provided

	<p>on the following policies.</p> <p>* Management Objective 2: Historic Landscape and Culture CCC 2.1 Identify, protect and actively conserve the historic, archaeological and cultural resources of the AONB with relevant agencies</p> <p>* Management Objective 3: Development CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB or the integrity of European designated sites</p> <p>* Management Objective 4: Peace and Tranquillity</p> <p>Unspoilt panoramic views and tranquil atmosphere are safeguarded from improvement that would degrade the special quality of the AONB. Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB CCC 4.2 Work towards securing Dark Skies status for Anglesey CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits</p> <p>Management Objective 3: Community Involvement</p> <p>* Engage with the communities of the AONB through meaningful consultation to improve understanding of the statutory nature of the AONB and create opportunities for better engagement.</p> <p>Policies LWL 3.1 Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation, and enhancement of the special qualities and features of the AONB.</p>	<p>SUSTAINABLE DEVELOPMENT STRATEGIC POLICY PS 6</p> <p>Using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities, protect visual amenities, the natural, built and historic environment and the landscape.</p> <p>Operation:</p> <p>* With regards to the operation and day to day running. This is going to be a 24 hour operation, this will result in an impact to residential amenity, Noise and disturbance resulting from use and increased levels of traffic including an increase in the overall air pollution from having a number of HGV vehicles accessing the sites continuously over the 24 hour period. The plans have it so that the HGVs pass on the side of the residential property and for purposes of amenity and reduced disturbance this should not be in the current location. There is also concern for HGV lights shining into properties throughout the course of the evenings which will disrupt sleep. The objections to the proposals are based further on the following</p> <p>Light Pollution</p> <p>Impact to Human Health:</p> <p>Isle of Anglesey has some of the darkest skies in the UK. This is something that the area needs to be proud of and to retain. The Isle of Anglesey is one of the very few remaining places that you can see the Milky way by naked eye and this was one of the reasons for purchasing the property in hope that I could use my garden space to pursue my hobby in astronomy and to educate my children about the Night Sky. This privilege is going to be taken away. Any small amounts of light pollution will have an impact to the</p>		<p>in the NERC Act 2006) (Ref 1). 2.1.14 Otter and water vole are listed under Section 7 of the Act. Section 7 is a list of species and habitats of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. This list is currently under review by the Welsh Government in consultation with National Resources Wales (NRW).</p> <p>Local Policy 2.2.5 There are a number of local planning policies set out in the Anglesey and Gwynedd joint Local Development Plan 2017 (Ref 3) that relate to ecology and nature conservation which in combination with other planning policies will guide local authority expectations in relation to the Proposed Development: * Strategic Policy PS 19 relates to conserving and enhancing the natural environment: # Policy AMG 4 relates to coastal protection, * Policy AMG 5 relates to the protection and enhancement of local biodiversity; and * Policy AMG 6 relates to protecting sites of regional or local significance.</p>				
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quality of the dark sky.
Given that the Isle of Anglesey is pushing initiatives to protect the Dark skies | think that the plans must be given some serious reconsideration with regards to the lighting.

A new development as such will materially alter light levels in the environment around the site and will adversely affect the use or enjoyment of the area along with real considerations for the health of my family and the disruption to our Circadian rhythms which in term have adverse health impacts.

Currently the temporary structures are proving very difficult to live with and this is already impacting our health and wellbeing,
There are endless research papers that have proven without doubt that light pollution has a significant impact on human health and wellbeing and | make reference in particular to a review published in 2009 Ron Chepesiuk 2009, Missing the Dark: Health Effects of Light Pollution Environmental Health Perspectives 417:1 CID: <https://doi.org/10.1289/ehp.117-a20>

The first UK law tackling light pollution came into force in 2006 under Section 102 of the Clean Neighbourhoods and Environment Act (2005). Exterior lighting joins noise and smells on the list of things that can be treated as a Statutory Nuisance and | would argue that the proposals are going to be a nuisance with regards to light pollution and the increased levels of lighting proposed for the site and I refer to the policies once again laid out in the Joint planning report.

- * Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
- * CCC 4.2 Work towards securing Dark Skies status for Anglesey
- * CCC 4.3 Ensure noise

intrusion into the AONB is within acceptable limits

* PCYFF 2:
DEVELOPMENT
CRITERIA

Additionally, planning permission will be refused where the proposed development would have an unacceptable adverse impact on: 7. 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; 8. Land allocated for other development/ uses. The ecological impacts of light pollution

Once again, I refer to being within a AONB with unique and rare wildlife. There is increasing awareness of the impact that light pollution can have on wildlife, by interrupting natural rhythms including migration, reproduction and feeding patterns, increased predation, impact to nocturnal species and the list continues. The proposed development includes smooth, reflective building materials which may change natural light, creating polarised light pollution that can affect wildlife behaviour. This needs to be given serious reconsideration.

Wildlife species differ from humans in their sensitivity to light (e.g. they can be affected by very low levels of light) and may be adversely affected in a number of ways by it (see the Royal Commission on Environmental Pollution's 2009 report, Artificial light in the environment). The positioning, duration, type of light source and level of lighting are all factors that can affect the impact of light on wildlife.

Air Pollution

Air quality is a material planning consideration, planning policies and decisions should sustain and contribute towards compliance with relevant limits values or national objectives for pollutants. The development is going to have an impact on the air pollution within the vicinity. There are going to be HGVs operating 24 hours each day. Again, the impacts of air pollution on the health of the population is one that is studied and understood to have detrimental consequences.

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NFU Cymru welcome the fact that the facility is being developed near the point of entry into GB – better than previous arrangements for a site at Warrington and Birmingham which were unacceptably long distances and well outside the Welsh border

NFU Cymru consider this be a positive move as it secures a visible process of checking what products are entering GB. There has always been criticism of open EU borders where very little border checks (appeared) to be carried out on produce being brought into the UK. With the RoI being a possible back door to the UK, this is a very welcome statement that border security – animal, food and plant health are being taken seriously which is important to NFU Cymru members.

The site is the first brown field site/ partially green field site that is available on the way out of the town. In terms of utilising available space outside of the port zone itself – this is as good as it gets. Directly out of the Port onto the A55 dual carriageway and the first junction off.

However, we still question the decision not to have the post within the confines of the Port itself. Historically the customs checks would all happen within the port area – within the perimeter before the vehicles left the controlled zone.

This proposal as it stands has the potential to see leakage of vehicles leaving the port and not arriving at the border check – or certainly being outside of a controlled area before being

Controls that should apply for lorries that are moving onto sealed points at ports and the point of unloading. We understand that the lorry will only be checked once at BCP

– not at the port. However, there will need to be a level of expectation on level of sealing of vehicle and that the consignment left the port confines with the appropriate health certificates.

Unloading of the consignment to carry out checks is something that industry want to avoid. Industry want an approach to checking without having to unload whenever possible particularly where there are mixed consignments in one container. However, we are totally of the view that checks must be adequate and meaningful.

We are particularly concerned about live animals and whether these will need to be unloaded and point out that some consignments of farm animals will be large. Prompt throughput through the BIP is important but again we would not want health and welfare checks to be compromised.

We are not clear if the BIP will have holding pens if such animals must be unloaded. If they are where will the holding pens be located and essential to have easy reloading facilities for them

The consultation outlines the security features of the site itself with site wide CCTV and ANPR cameras – but there is no outline of how vehicles are tracked/chaperoned from the port to the BCP.

We are concerned that not enough consideration has been given to local traffic as the area does get snarled up during ferry disembarkation now and this could add to those problems.

It is not ideal that lorries will have to retrace their route from the BIP onto the A55. However it is vital that they are prevented from using the minor road to Rhosneigr as this is totally unsuitable for HGVs.

No, but we would point out farmland near the proposed BIP (no such issues would arise if the BIP was in the port itself) will have livestock on them and should be a consideration as live animals are imported through Holyhead and measure must be in place to reduce any risk of aerial transmission of disease as they pass through.

Is the proposed site future proof? Is there enough development space around the site to increase capacity? Would Government create a buffer zone for a pre-determined time frame (say 5yrs) where an adjoining development moratorium would be placed on the Parc Cybi site?

If the capacity was too small for the future further relocation would need to be further afield from the port – thus increasing the risk of ‘no shows’ and unofficial detours’ between the Port and the Border Control Post.

Has consideration also been made to the possibility in future that more containers will be transported by rail and how that would work with the location of the BIP?

There is clear benefit in terms of employment opportunities in a county where there are few opportunities – outward migration of young people a 25-year trend.

We recommend that a planning approval should stipulate that the majority of the 75 strong work force (consultation states that this would be the daily workforce requirement – so there could be a higher requirement) were recruited from within the county with emphasis on the Welsh language

For the construction phase, once again it would be appropriate to see the construction workforce retained locally. This could be achieved via the North Wales Procurement Framework – where all public sector bodies such as the Local Authorities, Fire Service, NHS and North Wales Police procure construction services of the Framework.

No

Members of NFU Cymru as a farm trade association affected by port operations now that we have left the EU.

	<p>checked over.</p> <p>There are two alternative routes out of Holyhead that can be taken between the port gate and the A55 expressway. One on the A5 and the other to the village of Rhosneigr.</p> <p>We would therefore ask Welsh Government whether they can use the pre ferry loading HGV parking zones at Salt Island on the docks as an alternative to the proposed location?</p> <p>At the same time, we are aware of the need for the BIP to be sufficiently large to enable easy traffic flows through it without too much delay balanced with the need for a thorough inspection of goods as is deemed necessary. So, an assessment would be required as to the suitability and indeed availability of Salt Island as an alternative site based on traffic flow assessments as we are aware of the close proximity of times when 2 large ferries arrive currently.</p>	<p>thereafter.</p> <p>NFU Cymru want to make the requirements of builds at ports reasonable. A lot of what is required depends on the volumes and farm animal species and food types are to be imported and the likely volumes must be considered.</p>							
1025	<p>The proposal impacts on my property which is located adjacent to the proposed site, which does not appear to have been fully taken into consideration. The information booklet states that the site is not located immediately alongside residential properties, this is inaccurate. From the proposed site layout (page 3 of the information booklet) it is unclear where the current stacking facility is located (page 2 of the information booklet) I have serious concerns about how the noise, lighting, visual impact and pollution are to be managed / mitigated. There is nothing within the information pack that gives me confidence that the proposal has been designed to be as 'unobtrusive as possible' other than saying further documents will be provided.</p>	<p>I would have expected the buildings to have been designed to be less intrusive for local residents, which shows a lack of understating of the location and surrounding area. The current landscaping is not fit for purpose; the trees do not provide the necessary blockage/ cover of the proposed buildings and HGV vehicles. Deciduous trees bordering the plot currently which are dormant most of the year do not provide the necessary coverage. There are large gaps where the trees have not survived. Further detail on the landscaping / fencing needs to be provided. This needs to outline how the noise and visual impact of the proposed build will be minimised. During the construction stage the site will presumably require a significant amount of rock to be removed (pecked) which will be extremely disruptive to the local residents.</p>	<p>I would have expected a traffic impact survey to have been completed prior to a site been selected. (Outside of the pandemic) The increased HGV traffic using the A5153 road to the site will have an impact on local community and residents. This road layout has not been designed for a high volume of traffic. What is to be done to reduce the noise of the HGV vehicles arriving on site, as a number will be arriving and departing out of hours in line with ferry crossing timings. Is there to be a site speed limit to reduce vehicle noise throughout the day and night? The proposed vehicle flow / routing will direct the HGV's and other vehicles towards the residential area. With the site open 24/7 the HGV and other vehicles headlights will shine directly towards my property. HGV safety lights have to be on at all times which again will be very visually intrusive. Lighting columns / Stationary lighting will</p>	<p>This plot has been rural farmland for decades and as a result wildlife habitat the area. Again the information pack lacks any details of what is to be done to preserve and maintain. Information pack lacks detail of what is to be done to minimise HGV pollution. It is stated that a landscaping strategy is to be developed but no detail to provide reassurances this will suffice.</p>		<p>I appreciate that this is a designated plot for Parc Cybi, I would just ask for my concerns and questions to be considered and answered. The information pack is lacking the required level of detail to give confidence to local residents and the community that a full and thorough due diligence process has been followed. Please provide an email address so I can send across photos of the current inadequate landscaping. Form also sent via mail.</p>	<p>Nearby resident</p>	<p>I live close to the route (within 100 metres)</p>	<p>Yes (within 100 metres)</p>

			impact on residential properties.					
1026	Don't understand why it has been placed at the end of Parc Cybi site, furthest from main road and in the centre of an Area of Outstanding Beauty. Should have been at beginning of site.	Too late - it's been built already. However, noise and light pollution were excessive plus HGVs came down my single track road - signage was poor.	B' road needs speed limit and HGV restrictions past Trearddur village and draws near. There is no turnaround point for HGV and road unsuitable for HGV. This is already happening. Safety issues on highway.	Light pollution at night has been extreme in this previously dark sky A.O.N.B. Would expect this to be controlled very carefully going forward. Noise levels from generators and trucks are polluting the A.O.N.B. area.	Visibility of the site is an eyesore on what was a A.O.N.B clear syline. Would expect appropriate landscaping and planting to reduce physical impact on environment. Speed limit and restrict access clearly on road to Treaddur Bay. An area of highway currently unresricted - safety concerns over big trucks going wrong way and no turnaround. I am the closest resident - no consultation.	Nearby resident	No	Quite close (within 250m)
1027	We are extremely concerned regarding the proposed location of the border control post due to the proximity being within 100 metres to our dwelling. It will impact greatly on our privacy. We appreciate as a result of Brexit that such as post is necessary but we are questioning whether this could be located on a site further away from residential properties. Could this be erected on the area of plot 9 which had already been prepared to receive 129 HGVs. We were under the impression, originally, that the Welsh Government were going to use plot 7. Now that plot 9 has been over-estimated to receive 129 HGVs, and you intend to utilise this facility for border checks, would it not be more acceptable to use plot 8: adjacent to plot 9, which is alongisde the main approach road towards the Road King, thus keeping the buildings away from residential properties.	The proposed shed will border onto our dwelling. The route of the HGVs is directed towards our peroperty thus impacting on our privacy. The noise pollution and lighting from both the site and vehicles will cause considerable disturbance. The site will be operational 24/7. We will certainly not be able to continue sleeping in the bedroom at the rear of our property, as we believe the site will be in use about midnight and 5am. This would cause disturbance to our sleep. The lighting from the overflow car park has caused us significant disturbance but the Border Control Post will seriously cause more problems due to the proximity to our property. We will be affected by the lighting on the site, HGV lights and staff car lighting. Another great concern to us is flooding of our property. We have a pond on our land, which takes all	The town of Holyhead suffers traffic congestion when the ferries disembark but they normally continue straight onto the A55. With this extra check in place at Parc Cybi traffic will be directed along a road, which is already very busy, being the road leading to supermarkets.	Our concerns are: Pollution: HGV deisel exhaust is a dangerous pollutant to human health. Lighting: From the site, HGVs and staff vehicles will impact on our privacy considerably. How can this be reduced. Noise: HGVs parked with engines running will cause us considerable disturbance, especially during the night. This is not acceptable to us.	Approximately 75 employees to cover a 24 hour period. We would imagine 3 shifts of 25 staff. Why is it necessary to have a staff car park for 75 vehicles? Has the proposed shed been oversized too? On the proposed site layout it does not show how far away the shed is from our property, nor the roadway. Please supply this information. Landscaping, please supply more information. The original landscape bunding surrounding ploy 9 is not adequate in height. Most of the trees which were planted area dead. A larger bund, similar to the one at the stacking site, recently built, with a better selection of hardy evergreen trees, might suffice. The site will be obtrusive and the design does not blend in with surrounding green spaces. This is an area of natural beauty and habitat for wildlife. We have noticed over the past few months a considerable decline in pheasants, ducks, herons, rabbits and foxes. You state the oepration of the sitey is not located alongside residential properties. Is 100 metres not alongside? Who is the site manager, and how, please may we contact him? Hazardous materials are also mentioned. Can you please divulge further information? Finally, we have had a telephone conversation with Mr James Cooke, Border Infrastructure Programme requesting a site meeting. Can this please be arranged? We have supplied Mr Cooke with a couple of photos.	Nearby resident	I live close to the route (within 100m)	Yes(within 100m)

surface rain water from the estate, an easement given to the Gwynedd County Council, plus natural run off from adjacent fields. When the pond and surrounding area floods, electronic photos can be supplied, if you forward an email address, the pond has soak away drains, which run through Parc Cybi. The flooded area normally recedes within 24-48 hours. During the winter period this is a frequent occurrence. We can also supply a video showing the run off from our land to Parc Cybi, which is constant. Plot 9 is currently an interim stacking facility site. Great expense has occurred with this development but we have only seen 2/3 HGVs on this site on a daily basis. This site is designed to accommodate 129 vehicles. Is this not a considerable over estimation at a huge cost. The new proposed development - has this also been over-estimated, if it was on a smaller scale it might not have such a huge impact on our property and might also be relocated to an adjoining site.

1028

Increased traffic in the area, increase in air pollution, damage to the local roads.

Increase in traffic in area, local infrastructure not able to cope, what if HGVs cannot park and look in Treaddur to park?

What happened to the proposals for an ICT park in Parc Cybi, euro grant money? Too much traffic in this area. Near leisure centre where people walk to, danger on roads.

Yes, too much traffic in this small area. Small roundabout on main road with very large HGV.

What if the HGV don't stop? Will there be a chase on the main roads. What about hazards?

Nearby resident

I live close to the route (within 100m)

Quite close (within 250m)

1029	A good location, away from residential areas and on an existing commercial area.	Construction is already well advanced, so might as well be completed - this public consultation is a year too late. Please do not waste any more public money in going through the motions for the sake of a tick in a box.	Very suitable. Already used by lorries going to the truck stop on Parc Cybi.	A lot more hard surface will be causing more run-off but collection ponds have been dug to compensate, that will be coloured by wildlife, if left undisturbed.	What are the border control staff going to do to prevent local youths doing doughnuts in the car park? And leaving their McDonalds and KFC litter around the site? As they generally do on Parc Cybi.	Nearby resident	No	In the area (within 1km)
1030	No issues, it's about time this site was used for its intended commercial purpose. I support the development but the consultation should have started earlier.	My only comment is timing, I walk past the development daily and note that the work on site has been ongoing for months - so why are you pitching this as an initial consultation.	No issues.	I would like to view the EIS for the site.	Some assurance that the site will be self contained. It is evident that litter/rubbish from the existing truck park is scattered around the area.	Nearby resident	No	In the area (within 1km)
1031	The proposed location is not acceptable for the port use. If no space is available at the port then choices should be made at the Port of Departure or at J4 Vehicle checkpoint.	I feel our concerns will be ignored as work has commenced on this site and had been running for a number of months. This money should have been used to expand the vehicle checkpoint at J4 of the A55 which would not mean more local HGV movements on the smaller roads.	This movement will be a disaster for local residents or tourists with site unnecessary HGV traffic running across town and causing traffic issues in the local area.	This new area will impact on local residents due to the noise of engines from HGVs and the fridge trailer engines. There will be light pollution from the park which was clearly visible during the work that was currently done. There will be the high risk of ground pollution from [unsure] spills of air pollution from the exhaust fumes.	These checks should be done on the port site, if not then they should be done either at port of departure, done during crossing or done at J4 vehicle checkpoint.	Nearby resident; local business owner; affected by port operations.	No	Quite close (within 250m); In the area (within 1km)

1032	<p>One of the attractions of the port in Holyhead has always been that the A55 takes you straight in and straight out of the port. Siting this away from the port will lead to delays and serious traffic issues particularly on the slip roads used by locals to get to the supermarkets. Using the A5 as an alternative if the A55 is closed will result in chaos.</p>	<p>Before Brexit, hundreds of HGVs passed through the port every day. But only 25-30 are going to be checked every 24-hour period. Either this is a token gesture at Border Control or numbers are grossly under-estimated. 75 employees over a 24-hour period for 25-30 vehicles! This has clearly not been thought through.</p>	<p>Given that Parc Cybi has sites much closer to the A55 why has this site been chosen? Once past this site, the road is a quiet country lane used by local residents to Walers. It would be more convenient for HGV drivers and the safety of local residents if a site nearer to the A55 access points were to be used.</p>	<p>Parc Cybi is known to be a site with strong history and archaeology. It would be good if this can be preserved in any construction. The comments about this in the information leaflet are not convincing at all.</p>	<p>Given the government's failure to protect and preserve Holyhead as a port of significance to both local and national communities this is all too little too late. The disastrous consequences of Brexit are plain to see here and the government has clearly not prepared well. The plummet in trade through Holyhead makes a development of this scale a nonsense.</p>	<p>Nearby resident; Other (Church leader for Anglesey)</p>	No	In the area (within 1 kilometre)
1033	<p>It is evident that the proposed location of the Border Post on Plot 9 would be satisfactory from an operational perspective. However, there is another location in the locality that would we believe better serve the traffic function envisaged. Specifically, at Junction 4 on the A55 and lying immediate adjacent the trunk road junction is a Highways HGV inspection station. There is extensive surrounding land that could be purchased that would provide for two autonomous self-contained operations (Highways and Border Post) on a single Government site. This would offer considerable advantage to freight hauliers in that it would only involve one diversion from their route and a saving of some 1.8 miles on a round trip A55 to Plot (and result (given the throughput of 9125-10,950 HGVs per annum) in a significantly greener option. The Highways site in question is shown below.</p> <p>It is appreciated that there is the need to proceed with some speed to get the Border Post in operation. However, by selected the Junction 4 option, Plot 9 could be available as an interim Border Post (with the use of portacabins and temporary lighting etc) that would enable land purchase and proper design planning to be put in place.</p>	<p>Construction:</p> <p>The images in the Parc Cybi Border Post Information Booklet are misleading (whilst accepting they are 'indicative'). For example, the Proposed Site Layout on page 3 clearly indicates the main shed and four other separate and detached buildings that are presumably offices and associated personnel support spaces. However, the Indicative 3D Border Post Images on Page 4 show a two-floor type office arrangement that are joined onto the main HGV shed. This is a major inconsistency. Additionally, the bottom schematic on page 4 shows a fenced area (for what?) that does not appear on the site layout plan on page 3.</p> <p>More seriously, the images on page 4 indicate a most unattractive building that is strictly functional but without any aesthetic appeal. Its design, even at this concept stage, shows a lack of vision and creativity such that there is a total absence of eye appeal. Whilst understanding that Parc Cybi has been designated for commercial use, that is no excuse the compromise design standards as is the case here. Further, the statement of Page 2 that the design would 'be as unobtrusive as possible' is untrue.</p> <p>Walking along Lon Trefignath (Tyddyn-Ucaf on</p>	<p>Whilst access to Plot 9 Parc Cybi is relatively straight forward, nevertheless the alternative location outlined at Q1 would be altogether more suitable whilst causing fewer 16,425 - 19,710 HGV miles per annum (1.8 miles from A55 to Plot 9 and return x the Annual Border Post throughput).</p>	<p>Lighting</p> <p>With good design and technology, it should be possible to produce a site that does not require ANY overhead fixed lighting. Moreover, it should be possible for HGVs to drive on sidelights alone. The solution is simple: a series of ground level lights (like cats-eyes in profile but using computer controlled coloured lighting) that would direct an HGV to where it is required to go with the appropriate route being selected immediately an HGV arrives. Vehicle and Pedestrian areas would be segregated strictly. Security would be achieved by suitable fencing and Night Vision CCTV. Therefore, the site would operate with minimal external lighting with concomitant energy savings and avoidance of nuisance to others outside the gate.</p> <p>Noise</p> <p>HGVs parked with engines running causes noise nuisance, especially at night. Effective sound attenuation will be required. Moreover it should be a management policy of the site that no HGV should be allowed to park-up with the engine left running with enforcement being authorised where necessary.</p>	<p>Costs</p> <p>Turning first to the cost of operating the facility. From the Information Booklet we know that the planned throughput of HGVs will on average be between 25 and 30 per day. It is therefore important to assess what the cost of each HGV inspection is likely to be.</p> <p>A significant element of costs will be staff. In UK Blue Chip companies, whenever staffing is being planned for a new project, the 'Capitation Rate' for staff is used; the Capitation Rate takes account of Recruitment and Training (both initial and through life) an average employees' salary, National Insurance and Pension contributions. Company Clothing and Protective Wear Costs, Employee Benefits such as Health care, and an element of R/ Legal and Compliance Costs. Whilst there is some variation between the Capitation Rates used by Companies, nevertheless a bottom end guide of £100,000 per annum per employee is a good start point. Consequently, the real cost of employing 75 staff at the Border Post would be about £7.5 million per annum to which must be added the facility running costs. Therefore, the staff costs alone would result in a per HGV inspection costing £685 - £822 each for the 9,125 - 10,950 Inspections per annum.</p> <p>Two aspects from a financial perspective stand out. Firstly, whilst jobs in the Holyhead are welcome, excessive head count must be trimmed to affordable levels for it to be acceptable to taxpayers. Secondly, the initial Capital Costs of the Border Post infrastructure are more than outweighed by the ongoing year on year running costs.</p> <p>Concluding comments The main points to come out of this brief review are:</p> <ol style="list-style-type: none"> 1. The Chosen Plot 9 location may not be the best since it would result in an additional cumulative total of between 16,425 and 19,710 unnecessary HGV miles per annum. Moreover, should the Optimum Junction 4 location be chosen, Plot 9 could be used as an interim location (using portacabins and portable lighting) until land has been purchased at Junction 4 and facilities built. (A1 and A3). 2. There are inconsistencies in the Information booklet whilst the existing plans show a lack of vision and creativity without any aesthetic appeal; good design and technology could overcome these issues (A2). 3. There is no acknowledgement of the striving towards making the site carbon neutral as possible through construction standards and heating processes (A4). 	<p>Nearby resident; Other (as a project designer)</p>	No	No

the Access and Movement Plan on Page 5) towards Plot 9, the HGV shed will visually impair a wonderful vista towards Holyhead Mountain that is enjoyed by my family and many many others on a daily basis. But this need not be the case and why should the people who enjoy the locality (locals and tourist to the Trefignath Burial Chamber) suffer such an obscene visual construction?

So, are there alternatives? Well yes and with a bit of application, a number of solutions could be produced. My offering to illustrate what is possible is outlined on the following pages:

The overall concept could be to use a modified structure that is similar (but smaller in scale) to some RAF WWII aircraft hangers that are domed and grass covered - see images below.

For the Border Post, the HGV Throughways would be through the grass sides of the dome (ie not through the hangar entrances as shown) whilst it is envisaged that the end would be sympathetically rounded and similarly grassed covered. The overall impression would be of a small hill or a large long barrow. moreover, offices and personnel facilities could be fitted into the ample sloping areas within the main structure.

It should be noted that despite the pressing urgency to prepare for World War II, RAF building designs had to be submitted for approval to the Fine Arts Commission. We would suggest that this is an important lesson that need be heeded for the design of the Border Control Post.

Operation

One of the immediate observations is the large number of security and safety marshals (10+) required to manage

Pollution

It has long been known that HGV diesel exhaust is a dangerous pollutant to human health. Consequently, as a duty of care for the employees together with the people living not far from the site, a permanent and regular monitoring of pollution levels (inside the HGV shed and outside) should be undertaken. It is envisaged that the sampling equipment would be permanently installed with remote readings to the site control desk.

Energy Efficiency

There is very much a national Green Agenda to fight climate change but nowhere in the Information Booklet is there any acknowledgement that the new Border Post facility must play its part in working towards a Net Zero future. This is a serious omission; energy use must be considered and minimised using good design and technology.

4. There are serious concerns about Lighting, Noise and Pollution levels (A4).

5. Running costs for the site are excessive and would be unacceptable to tax payers. These issues could be mitigated by good design and technology (A5).

vehicles and pedestrians. Even taking account of shift work and the need for holiday replacement, this number is excessive and represents a significant part of the huge wage bill to manage this facility (and for what will be a comparatively small throughput of HGVs). Using good design coupled with intelligent technology, it should be possible to trim the number of marshal posts.

1034

Being edged with large trees would reduce noise and light pollution.

No

No as long as A55 is used and not 'B' roads.

Refrigerated lorries during the night will cause nuisance for people living close to the control post (noise).

The lights are very bright and will cause light pollution (night time).

Nearby resident

No

In the area (within 1 kilometre)

1035

Nearby resident

I live close to the route (within 100 metres)

Yes (within 100 metres)

1036	In the wrong place. It could and should be at the port, or if not, at the station.	See above	Exactly!	None.	Do you honestly believe that your drug, gun and people smugglers is going to follow the signs? What is to stop HGVs heading up Lon Trefignath?	Nearby resident	No	In the area (within 1 kilometre)
1037			I am concerned that a tranche of HGVs being directed on mass to the new customs post on leaving the ferry port may cause congestion in Holyhead due to their queuing on the exit slip road to the roundabout near the retail park (Morrison etc). I think this should also be taken into consideration.			Nearby resident	No	In the area (within 1 kilometre)
1038	I fail to see why a greenfield site was chosen. There are other sites next to the A55 and at ther old RIOTINTO site. This proposed right is a prehistoric archeology and meet for a prehistoruical burial mound.	You have already started at the site. Why was that not consulted on. The light pollution from the lorry park is very bad. This proposed site will add to that problem.	A small number of lorries is anticipated (30 / 24 hours). Why cannot the existing lorry park or part of the port be used?	The site is partly on top of and next to prehistoric remains.	Brexit has killed the port traffic. A smaller facility in the port is all that is needed.	Nearby resident	No	In the area (within 1 kilometre)

1039

No comments

Good idea. As it has taken so long to establish a site, I am surprised they did not take up the use of the old aluminium site with the facilities.

No problems

None at all

Bring in employment to the area.

Nearby resident

No

In the area (within 1 kilometre)

Appendix D. Copies of Main Representations Received from Other Organisations

[REDACTED]

Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead?

BEST SITE CONSIDERING THE CONSTRAINTS OF SIZE AND LAND AVAILABILITY. WELL AWAY FROM RESIDENTIAL AREA. EASILY REACHED FROM A55

Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead?

NONE

Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead?

NOTHING MUCH ABOUT THIS IN YOUR EARLY BLURB. HOWEVER, SKETCH PLANS LOOK REASONABLE.

Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead?

NATURE IS ALWAYS THE FIRST TO SUFFER BUR 'NEEDS MUST'!

Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead?

CAN CCTV & ANPR CAMERAS BE POSITIONED ON THE ROUTE TO / FROM THE SITE AND PORT? THERE IS A LOT OF 'URINE IN BOTTLES' AND FAST FOOD PACKAGING THROWN FROM VEHICLE HERE!

In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable)

Nearby resident

Do you live locally to the designated HGV route between the strategic road network and the proposed border control post that will service the Port of Holyhead? (tick one)

No

Do you live locally to the proposed border control post that will service the Port of Holyhead? (tick one)

In the area (within 1km)

Appendix E. Example Consultation Materials Provided to Consultees

Parc Cybi Border Control Post Feedback Form



About this feedback form

As part of the Parc Cybi, Holyhead border control post proposals, we are preparing a stakeholder engagement report that will record the views of individuals and organisations that provide feedback. If you would like to submit comments about the proposal, please complete this feedback form and post it to: Freepost Inland Border Facilities.

If you wish to provide additional feedback, please enclose additional pages to provide your comments.

Your details

Should you not wish to provide personal details, please provide a postcode for your feedback to be included in the stakeholder engagement report.

Details about how the inland border facility will operate can also be viewed on our website at www.inlandborderfacilities.uk, where you can also provide your comments on the proposals online.

Your contact details

We will use these details to contact you and update you on the proposals. You do not have to fill in this section if you would rather we did not contact you.

Title (Miss/Mrs/Ms/Mr/Other):	Role:
Name:	Address:
Telephone:	Postcode:
Organisation:	Email:

***PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS**

Please leave blank for administrative purposes

Q1 Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead?

Q2 Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead?

Q3 Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead?

Q4 Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead?

Q5 Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead?

Q6 In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable)

Nearby resident Local business owner Affected by port operations Other (please specify)

Q7 Do you live locally to the designated HGV route between the strategic road network and the proposed inland site?

I live on the route I live close to the route (within 100 metres) No

Q8 Do you live locally to the proposed site?

Yes (within 100 metres) Quite close (within 250 metres) In the area (within 1 kilometre) No

Privacy Statement

General Data Protection Regulation (GDPR)

The Welsh Government and its contracted third parties will control any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data to make informed decisions about the application. Any response you send us will be seen in full by Welsh Government and contracted third party staff dealing with this consultation. The Welsh Government's standard terms and conditions for contracts with third parties are compliant with GDPR guidelines.

Your rights

Under the data protection legislation, you have the right:

- to be informed of the personal data holds about you and to access it
- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be 'erased'
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner's Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under GDPR, please see contact details below:

Data Protection Officer
Welsh Government
Cathays Park
Cardiff CF10 3NQ
Email: data.protectionofficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Tel: 01625 545 745 or 0303 123 1113
Website: <https://ico.org.uk/>

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Adborth Ffurflen



Ynglŷn â'r ffurflen adborth hon

Fel rhan o gynigion ôl rheoli ffiniau Parc Cybi, Caergybi, rydym yn paratoi adroddiad ymgysylltu â rhanddeiliaid a fydd yn cofnodi barn unigolion a sefydliadau sy'n darparu adborth. Os hoffech gyflwyno sylwadau am y cynnig, cwblhewch y ffurflen adborth hon a'i phostio i: Freepost Inland Border Facilities.

Os ydych am roi adborth ychwanegol, amgaewch dudalennau ychwanegol i roi eich sylwadau.

Eich manylion

Os nad ydych am ddarparu manylion personol, darparwch god post i'ch adborth gael ei gynnwys yn yr adroddiad ymgysylltu â rhanddeiliaid.

Gellir gweld manylion am sut y bydd y cyfleuster ffiniau mewndirol yn gweithredu ar ein gwefan ar www.inlandborderfacilities.uk, lle gallwch hefyd ddarparu eich sylwadau ar y cynigion ar-lein.

Eich manylion cyswllt

Byddwn yn defnyddio'r manylion hyn i gysylltu â chi a'ch diweddarau ar y cynigion. Nid oes rhaid i chi lenwi'r adran hon pe byddai'n well gennych pe na baem yn cysylltu â chi.

Teitl (Miss/Mrs/Ms/Mr/Arall):	Rôl:
Enw:	Cyfeiriad:
Ffôn:	Cod post:
Cwmni:	E-bost:

CWBLHEWCH POB ADRAN UCHOD MEWN PRIF LYTHRENNAU

Gadewch yn wag at ddibenion gweinyddol

C1 A oes gennych unrhyw sylwadau ynghylch lleoliad y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C2 A oes gennych unrhyw sylwadau ynghylch adeiladu a gweithredu'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C3 A oes gennych unrhyw sylwadau ynghylch y rheolaeth draffig neu'r pwyntiau mynediad sy'n gysylltiedig â'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C4 A oes gennych unrhyw sylwadau ynghylch materion amgylcheddol neu ecolegol sy'n gysylltiedig â'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C5 A oes gennych unrhyw sylwadau ychwanegol ynghylch y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C6 Ym mha swyddogaeth ydych chi'n gwneud sylwadau ar y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch fwy nag un os yw'n berthnasol)

Perchennog cyfagos Perchennog busnes lleol Yr effeithir arno gan weithrediadau porthladdoedd Arall (nodwch)

C7 Ydych chi'n byw yn lleol i'r llwybr HGV dynodedig rhwng y rhwydwaith ffyrdd strategol a'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch un)

Rwy'n byw ar y llwybr Rwy'n byw yn agos at y llwybr (o fewn 100 metr) Na

C8 Ydych chi'n byw yn lleol i'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch un)

Ydw (o fewn 100m) Yn eithaf agos (o fewn 250 metr) Yn yr ardal (o fewn 1km) Na

Datganiad Preifatrwydd

Rheoliad Diogelu Data Cyffredinol (GDPR)

Bydd Llywodraeth Cymru a'i thrydydd partïon dan gcontract yn rheoli unrhyw ddata personol a ddarperir gennych fel rhan o'ch ymateb i'r ymgynghoriad. Mae gan Weinidogion Cymru bwerau statudol y byddant yn dibynnu arnynt i brosesu'r data personol hwn i wneud penderfyniadau gwybodus am y cais. Bydd unrhyw ymateb a anfonwch atom yn cael ei weld yn llawn gan Lywodraeth Cymru a staff trydydd parti dan gcontract sy'n delio â'r ymgynghoriad hwn. Mae telerau ac amodau safonol Llywodraeth Cymru ar gyfer contractau â thrydydd partïon yn cydymffurfio â chanllawiau GDPR.

Eich hawliau

O dan y ddeddfwriaeth diogelu data, mae gennych yr hawl:

- i gael gwybod am y data personol sydd gennych amdanoch chi a'i gyrchu
- i'w gwneud yn ofynnol i ni gywiro gwallau yn y data hwnnw
- gwrthwynebu (mewn rhai amgylchiadau) gwrthwynebu neu gyfyngu ar brosesu
- ar gyfer (mewn rhai amgylchiadau) i'ch data gael ei 'ddileu'
- i gludadwyedd data (mewn rhai amgylchiadau)
- cyflwyno cwyn i Swyddfa'r Comisiynydd Gwybodaeth (ICO) sef ein rheolydd annibynnol ar gyfer diogelu data.

Am fanylion pellach am y wybodaeth sydd gan Lywodraeth Cymru a'i defnydd, neu os ydych chi am arfer eich hawliau o dan GDPR, gweler y manylion cyswllt isod:

Swyddog Diogelu Data
Llywodraeth Cymru
Parc Cathays
Caerdydd CF10 3NQ
E-bost: data.protectionofficer@gov.wales

Y manylion cyswllt ar gyfer Swyddfa'r Comisiynydd Gwybodaeth yw:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Ffôn: 01625 545 745 neu 0303 123 1113
Gwefan: <https://ico.org.uk/>

Parc Cybi Border Control Post Information Booklet



Llywodraeth Cymru
Welsh Government



How to comment on the proposals

If you would like to submit comments about the Parc Cybi border control post proposal, please complete a feedback form and post to: Freepost Inland Border Facilities

Details about how the border control post would operate can also be viewed on our website at www.inlandborderfacilities.uk where you can also provide your comments on the proposals online.

Parc Cybi Border Control Post

The United Kingdom (UK) has left the European Union (EU) and the transition period ended on 31 December 2020. This booklet explains the Welsh Government's plans to introduce a border control post at Parc Cybi, Holyhead that would provide customs and transit checks required for imports of animals, animal products, plants and selected food and feed. The booklet also details how interested individuals and organisations can submit comments on the proposals.

Background

The Welsh Government is progressing plans for the use of land it owns at Parc Cybi, known as Plot 9, Holyhead as a border control post.

At Holyhead inspections would be required on goods such as animals, plants and products of animal origin entering Wales from the Republic of Ireland. These checks are the responsibility of the Welsh Government. There is currently insufficient space within the port to process the future checks required.

A functioning border control post is vital in supporting the long term operation of the port.

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. It would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990.

The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. 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 Town and Country Planning Act application to Isle of Anglesey County Council.

The Welsh Government is engaging with community, statutory and technical stakeholders. You can view copies of letters which were sent to residents on our website at www.inlandborderfacilities.uk

Why do we want a border control post in this location?

The border control post would be located on land at Parc Cybi, Holyhead. The site lies to the south-east of the Roadking Truckstop off the existing service road used by a number of HGVs. The site provides convenient transport links with nearby access to/from the Port of Holyhead and the A55 linking with mainland Wales. Isle of Anglesey County Council allocated the site for commercial development.

Part of the site has already been developed using a temporary permission under Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the end of transition period. This means the ecological and archaeological interests have already been investigated with little or no wider impact as a result of the development. Further environmental surveys will be undertaken to guide the design to be as unobtrusive as possible, and include the necessary design measures and mitigation required to ensure that residential and ecological receptors are not significantly impacted.

The Parc Cybi site is conveniently located to service the Port of Holyhead, lying just under two miles away via highway routes.

After considering other locations, the Welsh Government is seeking use of the Parc Cybi site under the SDO process.

The site would be managed by an appointed operator and the following organisations are currently proposed to have presence at the site:

- Welsh Government
- Animal and Plant Health Agency (APHA)
- Isle of Anglesey County Council

Aerial view of current stacking facility



Scheme details

- On average, around 25-30 HGVs are expected at the site throughout every 24-hour period.
- Employment opportunities would be created for local people.
- Safe access would be provided for pedestrians and non-HGV vehicles at the site.
- The Parc Cybi site is already allocated for commercial development.
- The site would operate 24/7, with security marshals at the site at all times.
- Approximately 75 employees expected at the site over a 24-hour period, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.
- Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses.
- Approximately 75 staff car parking spaces.

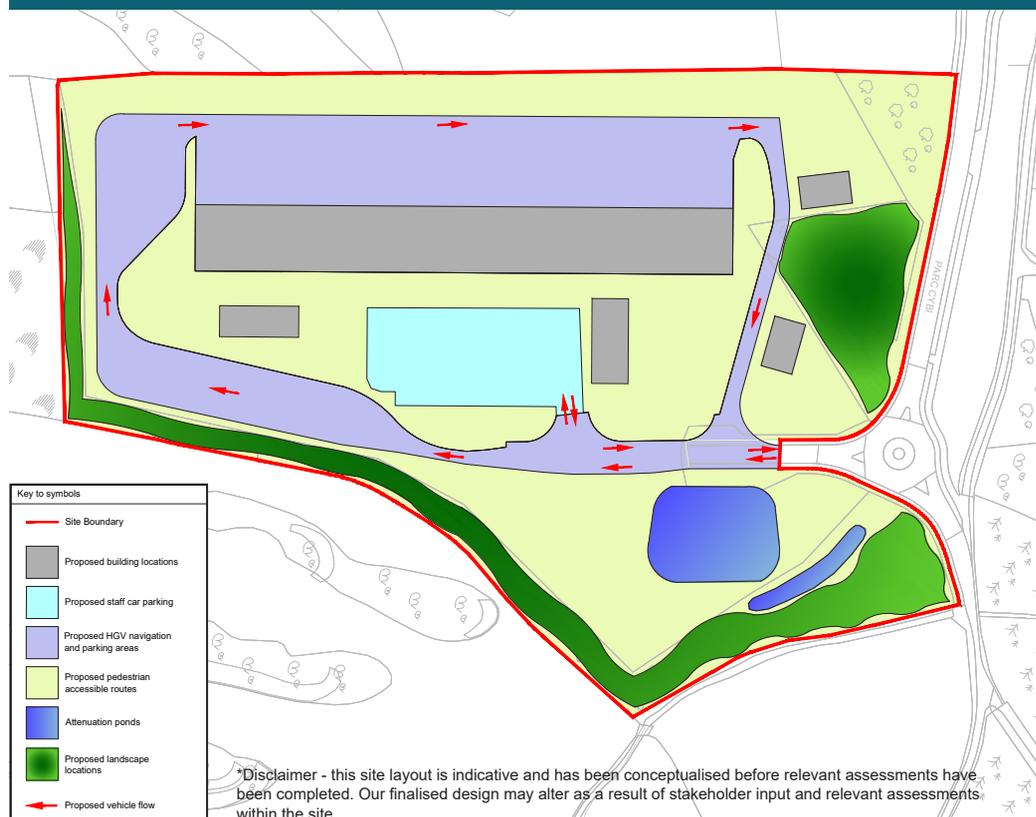
How the site would operate

It is expected that the site would be operational in 2022 with the Welsh Government responsible for site activities. The site would be managed by an appointed operator, which is still to be determined.

Site staff would include fully trained security personnel and emergency response staff. Closed Circuit Television (CCTV) and Automatic Number Plate Recognition (ANPR) cameras would be positioned across the site to monitor site activities. Secure perimeter fencing would also be installed.

After entering the site, HGVs would visit the Vehicle Entry Check Point before being directed to a vacant HGV space. From there, the HGVs would undertake customs and transit checks as required. During processing, HGV drivers must remain at the site unless instructed otherwise. Once the checks have been completed, the HGVs would leave the site to continue on their journey.

Proposed site layout



Covid-19 readiness

To limit risks from Covid-19, there would be hot and cold running water, hand cleaning facilities and provision of drinking water.

The site has been designed taking social distancing into consideration, and the latest Welsh Government guidelines on Covid-19 would be followed in all circumstances.

Site design

The border control post would consist of separate inspection facilities for plant produce, small animals, large animals and horses. Office buildings would be up to two stories tall and inspection buildings would be large enough to facilitate all HGV sizes.

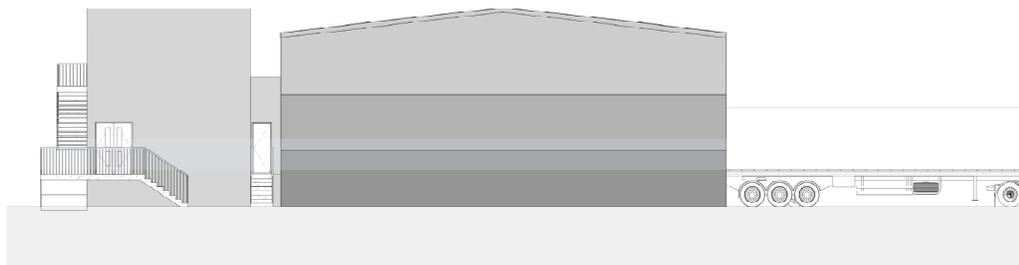
Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects.

An assessment of noise impact will be undertaken to ensure that noise levels do not significantly impact nearby residents, and noise mitigation measures (if required) will be included in the design.

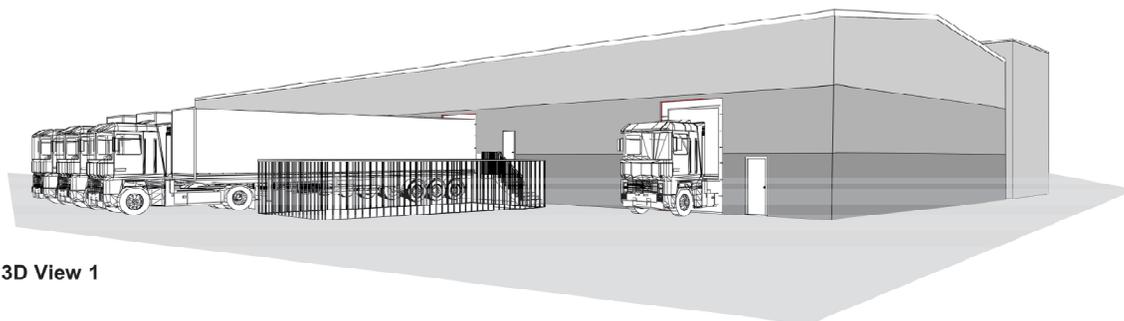
All environmental mitigation measures would be reviewed by the Welsh Government and site operators on an ongoing basis.



Indicative 3D Border Control Post Images



Produce Inspection Bay - Side Elevation 2



3D View 1

*Disclaimer - these are indicative images of the scheme design. The scheme design is subject to review ahead of SDO submission.

Traffic management

By providing additional customs clearance capacity for the Port of Holyhead, the Parc Cybi border control post is essential to facilitate the flow of imports. The number of HGVs that can be stationed at the Parc Cybi border control post 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.

Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Parc Cybi border control post may be carried out, if required.

The site itself is located close to the Strategic Road Network and the Port of Holyhead itself. The site would be directly accessible from the A55. In the event of any closures of the A55, the A5 would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site.

Prominent road signage

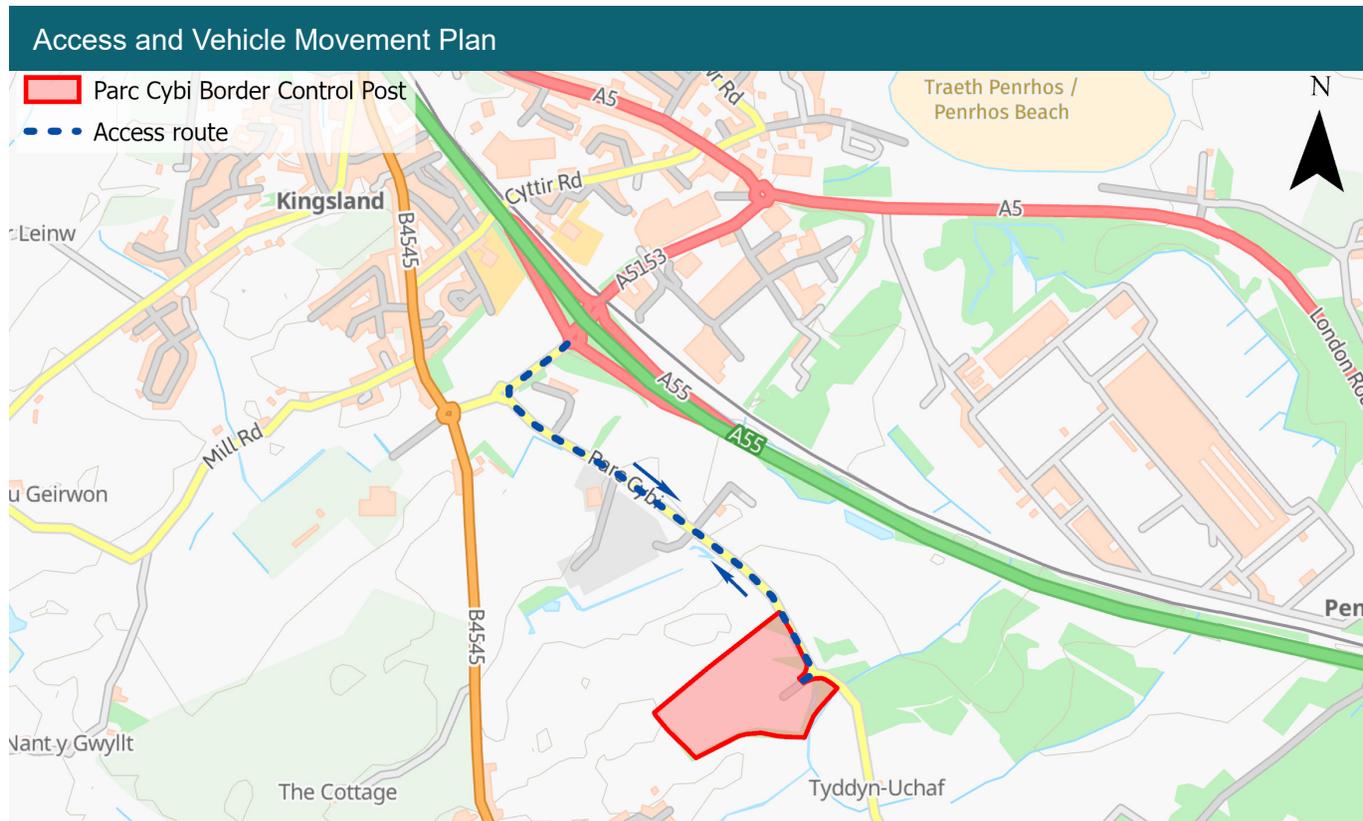
There would be prominent road signage that directs HGV drivers to the border control post. There would also be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.

Entry and exit points at the facility

There would be one point of access and egress to the site. HGVs would be separated by the site design, whereby HGVs arriving would be directed into dedicated holding lanes and HGVs egressing would be directed out via the existing site egress.

Staff would access and egress the site via the existing site access / egress point but would be directed to a dedicated staff car park.

Measures would be implemented to discourage drivers from exiting the site and using the highway towards Trearddur Bay Country Park.



Environment and landscaping

As part of the site-specific proposals for the border control post environmental assessments continue to be carried out and relevant bodies, including Cadw, Natural Resources Wales and relevant officers within the Local Planning Authority, continue to be engaged about the environmental assessment and design of the site.

A landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects.

As part of the SDO approval, an environmental report would be produced. This assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise. The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects. A Habitats Regulations Assessment (HRA) will also be produced.

Biodiversity

Potential scheme impacts on biodiversity are being assessed through a number of ecological studies. The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats. Where impacts to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In addition, biodiversity enhancements would be incorporated into the scheme.

Planning and next steps

Approval for the site would be sought through the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990.

The SDO would provide the Welsh Government with planning consent for a border control post at this site.

A number of separate documents will be provided to Welsh Government, such as:

- Covering letter
- Non-technical summary of full application pack
- Planning Report
- Environmental Report
- Habitats Regulations Assessment
- Stakeholder Engagement Report
- Lighting Assessment
- Drainage Assessment
- Building Envelope Plan
- General Arrangement Plan

Following this engagement period and the production of these reports, the SDO will be laid in the Senedd, and if accepted without objection, is expected to come into force in Summer 2021.

Following the conclusion of the engagement period, the Welsh Government will complete necessary technical assessments to support the application. A ministerial decision will be made based on an assessment of the supporting evidence provided. If ministerial consent is obtained, a SDO would be laid before the Senedd to permit and enable the proposed development of a border control post at Parc Cybi.

Stakeholder engagement

The Welsh Government has been engaging with range of national and local stakeholders regarding the proposals for the Parc Cybi border control post, including with the local community.

You can view copies of letters sent to residents regarding the proposals at our website at: www.inlandborderfacilities.uk

What is the role of the border control post?

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. The plans include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles entering and exiting the site. There would also be office buildings, staff and driver welfare amenities.

Why this location?

The site is close to the Port of Holyhead and is in close proximity to the A55, a key HGV route for accessing mainland Wales from Anglesey. Additionally, the Parc Cybi site is already designated for commercial development by Isle of Anglesey County Council.

Will the operation of the site impact local communities?

The site is not located immediately alongside residential properties. HGVs that access the site would also not pass by residential properties. The site manager would be contactable by local residents should there be any adverse impacts.

What is the capacity of the site?

The site can hold up to 40 HGVs if required at any one time. This includes holding lanes on site to keep traffic away from the local road network and approximately 14 HGV parking spaces. Additionally, there is segregated staff car parking.

The site would see customs checks undertaken for 25-30 HGVs over an average 24-hour period, with up to 40 at peak times.

How many staff are expected on site?

Approximately 75 employees expected at the site over a 24-hour period, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.

What type of vehicles are expected to use the border control post?

The border control post would be used by HGVs, cars and vans, including staff vehicles.

Are refrigerated vehicles expected at the border control post?

Refrigerated vehicles would be checked at the border control post and be held at the site for as little time as possible.

Will goods within vehicles be inspected at the border control post?

There are examination facilities on site, and it is anticipated that some of the goods that are brought to the site would need a physical examination.

Will there be any hazardous materials brought on to the border control post?

A plan will be developed by the appointed operator which will explain how the site would be managed and operated safely, including in relation to any hazardous materials.

How will traffic be managed?

The number of HGVs that can be stationed at the border control post at any one time would be limited. The site would see customs checks undertaken for 25-30 HGVs over an average 24-hour period, with up to 40 at peak times.

Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders.

When will construction work start?

Subject to receiving planning permission, required site works could begin in Summer 2021. More information about construction works would be communicated once the details are available.

Further Information

The UK Government announced its plans for new border infrastructure on 12 June 2020.

You can view details of this announcement and follow the relevant links to find out more about the transition period and the UK Government's plans for new border infrastructure via the web page below:

www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period

Privacy Statement

General Data Protection Regulation (GDPR)

The Welsh Government and its contracted third parties will control any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data to make informed decisions about the application. Any response you send us will be seen in full by Welsh Government and contracted third party staff dealing with this consultation. The Welsh Government's standard terms and conditions for contracts with third parties are compliant with GDPR guidelines.

Your rights

Under the data protection legislation, you have the right:

- to be informed of the personal data holds about you and to access it
- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be 'erased'
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner's Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under GDPR, please see contact details below:

Data Protection Officer
Welsh Government
Cathays Park
Cardiff CF10 3NQ
Email: data.protectionofficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Tel: 01625 545 745 or 0303 123 1113
Website: <https://ico.org.uk/>

Safle Rheoli Ffiniau Parc Cybi Llyfryn Gwybodaeth



Sut i roi sylwadau ar y cynigion

Os hoffech chi gyflwyno sylwadau am gynnig safle rheoli ffiniau Parc Cybi, cwblhewch ffurflen adborth a'i phostio i: Freepost Inland Border Facilities Gellir gweld manylion am sut y byddai'r safle rheoli ffiniau yn gweithredu ar ein gwefan www.inlandborderfacilities.uk lle gallwch hefyd ddarparu'ch sylwadau ar y cynigion arlein.

Safle Rheoli Ffiniau Parc Cybi

Mae'r Deyrnas Unedig (DU) wedi gadael yr Undeb Ewropeaidd (UE) a daeth y cyfnod trosglwyddo i ben ar 31 Rhagfyr 2020. Mae'r llyfryn hwn yn egluro cynlluniau Llywodraeth Cymru i gyflwyno safle rheoli ffiniau ym Mharc Cybi, Caergybi a fyddai'n darparu gwiriadau tollau a thramwy sy'n ofynnol ar gyfer mewnfario anifeiliaid, cynhyrchion anifeiliaid, planhigion a bwyd a bwyd anifeiliaid dethol. Mae'r llyfryn hefyd yn manylu ar sut y gall unigolion a sefydliadau sydd â diddordeb gyflwyno sylwadau ar y cynigion.

Cefndir

Mae Llywodraeth Cymru yn bwrw ymlaen â chynlluniau ar gyfer defnyddio tir y mae'n berchen arno ym Mharc Cybi, a elwir yn Blot 9, Caergybi fel safle rheoli ffiniau.

Yng Nghaergybi byddai angen archwiliadau ar nwyddau fel anifeiliaid, planhigion a chynhyrchion o darddiad anifeiliaid sy'n dod i mewn i Gymru o Weriniaeth Iwerddon. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Ar hyn o bryd nid oes digon o le yn y porthladd i brosesu'r gwiriadau yn y dyfodol.

Mae safle rheoli ffiniau gweithredol yn hanfodol i gefnogi gweithrediad tymor hir y porthladd.

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau sy'n cyrraedd y DU trwy Borthladd Caergybi. Byddai'n cynnwys manau parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau a nwyddau sy'n dod i mewn ac allan o'r safle. Byddai angen cymeradwyaeth ar gyfer defnydd arfaethedig Llywodraeth Cymru o'r safle, y mae'n ei geisio o dan ofynion Gorchymyn Datblygu Arbennig (SDO) o dan adran 59 (3) o Ddeddf Cynllunio Gwlad a Thref 1990.

Mae Llywodraeth Cymru wedi adolygu'r opsiynau ar gyfer defnyddio'r safle ac yn seiliedig ar gynllunio cyfredol, maent yn disgwyl ceisio defnydd parhaol o'r safle o dan y SDO. Byddai'r SDO yn darparu caniatâd parhaol ar gyfer safle rheoli ffiniau, gan nodi paramedrau datblygu cam adeiladu a gweithredol y cyfleuster. Yn achos nad oes angen safle rheoli ffiniau ar y safle mwyach, byddai angen newid Deddf Cynllunio Gwlad a Thref i Gyngor Sir Ynys Môn ar gyfer unrhyw newid defnydd neu ddatblygiad dilynol ar y safle.

Mae Llywodraeth Cymru yn ymgysylltu â rhanddeiliaid cymunedol, statudol a thechnegol. Gallwch weld copïau o lythyrau a anfonwyd at breswylwyr ar ein gwefan yn www.inlandborderfacilities.uk

Pam ydyn ni eisiau safle rheoli ffiniau yn y lleoliad hwn?

Byddai'r safle rheoli ffiniau wedi'i leoli ar dir ym Mharc Cybi, Caergybi. Gorwedd y safle i'r de-ddwyrain o'r Roadking Truckstop oddi ar y ffordd wasanaeth bresennol a ddefnyddir gan nifer o HGVs. Mae'r safle'n darparu cysylltiadau trafndiaeth cyfleus gyda mynediad cyfagos yn ôl ac ymlaen o Porthladd Caergybi a'r A55 yn cysylltu â thir mawr Cymru. Dyrannodd Cyngor Sir Ynys Môn y safle ar gyfer datblygu masnachol.

Mae rhan o'r safle eisoes wedi'i ddatblygu gan ddefnyddio caniatâd dros dro o dan Hawliau Datblygu a Ganiateir i hwyluso cyfleuster pentyrru HGV brys sy'n ofynnol o ganlyniad i ddiwedd y cyfnod trosglwyddo. Mae hyn yn golygu bod y diddordebau ecolegol ac archeolegol eisoes wedi cael eu hymchwilio heb fawr o effaith ehangach o ganlyniad i'r datblygiad. Bydd arolygon amgylcheddol pellach yn cael eu cynnal i arwain y dyluniad i fod mor anymwthiol â phosibl, a chynnwys y mesurau dylunio a'r lliniaru angenrheidiol sy'n ofynnol i sicrhau nad yw derbynyddion preswyl ac ecolegol yn cael effaith sylweddol.

Mae safle Parc Cybi mewn lleoliad cyfleus i wasanaethu Porthladd Caergybi, ychydig yn llai na dwy filltir i ffwrdd ar hyd llwybrau priffordd. Golygfa o'r awyr o'r cyfleuster pentyrru cyfredolAr ôl ystyried lleoliadau eraill, mae Llywodraeth Cymru yn ceisio defnyddio safle Parc Cybi o dan y broses SDO.

Byddai'r safle'n cael ei reoli gan weithredwr penodedig ac ar hyn o bryd cynigir bod y sefydliadau canlynol yn bresennol ar y safle:

- Llywodraeth Cymru
- Asiantaeth Iechyd Anifeiliaid a Phlanhigion (APHA)
- Cyngor Sir Ynys Môn

Golygfa o'r awyr o'r cyfleuster pentyrru cyfredol



Manylion y cynllun

- Ar gyfartaledd, mae disgwyl tua 25-30 HGV ar y safle trwy gydol pob cyfnod o 24 awr. • Byddai cyfleoedd cyflogaeth yn cael eu creu i bobl leol.
- Byddai mynediad diogel yn cael ei ddarparu i gerddwyr a cherbydau heblaw HGV ar y safle.
- Mae safle Parc Cybi eisoes wedi'i ddyrannu ar gyfer datblygu masnachol.
- Byddai'r safle'n gweithredu 24/7, gyda marsialiaid diogelwch ar y safle bob amser.
- Disgwylir oddeutu 75 o weithwyr ar y safle dros gyfnod o 24 awr, gan gynnwys oddeutu 10 marsial sy'n ofynnol i reoli cerbydau a cherddwyr yn ddiogel yn y cyfleuster.
- Byddai llochesi archwilio ar wahân yn cael eu darparu ar gyfer cynnyrch traul ac na ellir ei yfed, anifeiliaid bach, anifeiliaid mawr a cheffylau.
- Tua 75 o leoedd parcio ceir i staff.

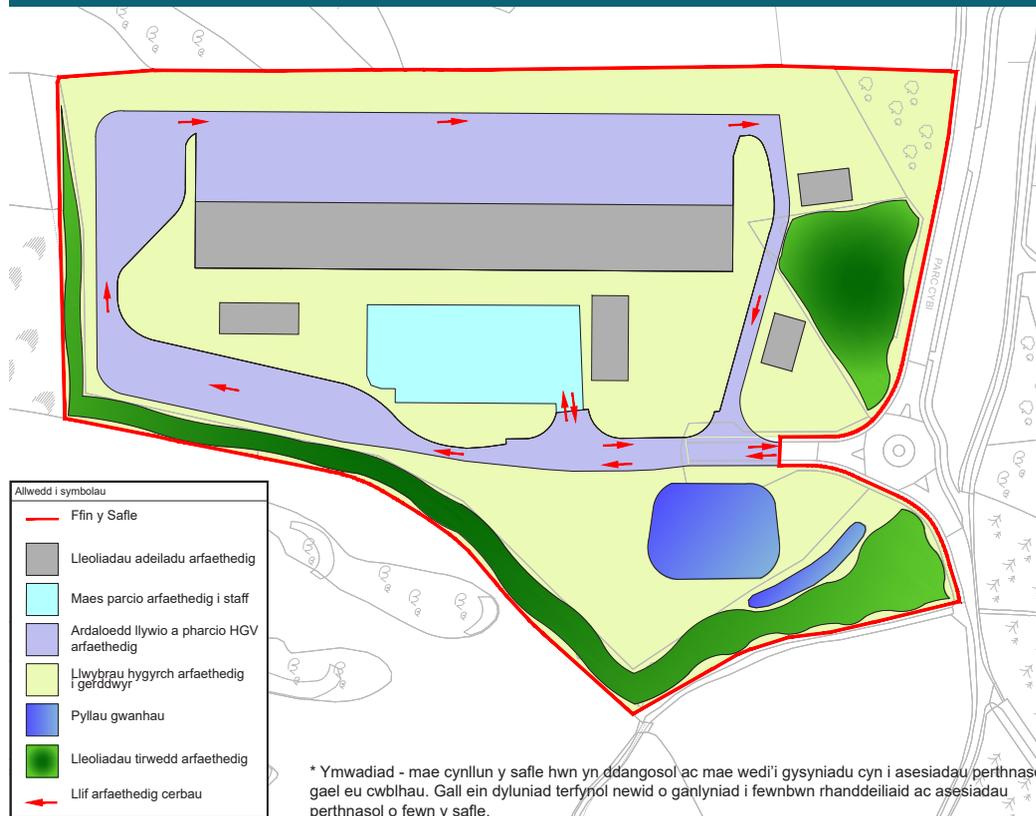
Sut fyddai'r safle'n gweithredu

Disgwylir y byddai'r safle'n weithredol yn 2022 gyda Llywodraeth Cymru yn gyfrifol am weithgareddau'r safle. Byddai'r safle'n cael ei reoli gan weithredwr penodedig, sydd eto i'w benderfynu.

Byddai staff y safle yn cynnwys personél diogelwch wedi'u hyfforddi'n llawn a staff ymateb brys. Byddai camerâu Teledu Cylch Cyfyng (CCTV) a chamerâu Cydnabod Plât Rhif Awtomatig (ANPR) yn cael eu gosod ar draws y safle i fonitro gweithgareddau'r safle. Byddai ffensys perimedwr diogel hefyd yn cael eu gosod.

Ar ôl mynd i mewn i'r safle, byddai HGVs yn ymweld â'r Man Gwirio Mynediad i Gerbydau cyn cael eu cyfeirio at le gwag HGV. O'r fan honno, byddai'r HGVs yn cynnal gwiriadau tollau a thramwy yn ôl yr angen. Yn ystod y prosesu, rhaid i yrwyr HGV aros ar y safle oni chyfarwyddir yn wahanol. Ar ôl cwblhau'r gwiriadau, byddai'r HGVs yn gadael y safle i barhau ar eu taith.

Cynllun arfaethedig y safle



Parodrwydd Covid-19

Er mwyn cyfyngu ar risgiau Covid-19, byddai dŵr rhedeg poeth ac oer, cyfleusterau glanhau dwylo a darparu dŵr yfed. Dyluniwyd y safle gan ystyried pellter cymdeithasol, a byddai canllawiau diweddaraf Llywodraeth Cymru ar Covid-19 yn cael eu dilyn ym mhob amgylchiad.

Dyluniad y safle

Byddai'r safle rheoli ffiniau yn cynnwys cyfleusterau archwilio ar wahân ar gyfer cynnyrch planhigion, anifeiliaid bach, anifeiliaid mawr a cheffylau. Byddai adeiladau swyddfa hyd at ddwy stori o daldra a byddai adeiladau archwilio yn ddigon mawr i hwyluso pob maint HGV.

Byddai colofnau goleuo'n cael eu gostwng i'r uchder isaf fel sy'n ymarferol. Byddent hefyd yn gyfeiriadol ac yn hwd i sicrhau bod gollyngiad golau yn cael ei leihau. Asesir effaith goleuadau yn nhermau ei effaith ar dreftadaeth, tirwedd ac effeithiau ecolegol.

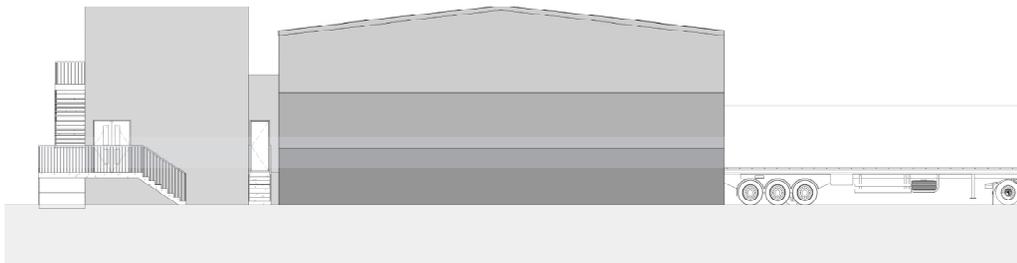
Gwneir asesiad o effaith sŵn i sicrhau nad yw lefelau sŵn yn effeithio'n sylweddol ar drigolion cyfagos, a bydd mesurau lliniaru sŵn (os oes angen) yn cael eu cynnwys yn y dyluniad.

Byddai'r holl fesurau lliniaru amgylcheddol yn cael eu hadolygu gan Lywodraeth Cymru a gweithredwyr safleoedd yn barhaus.

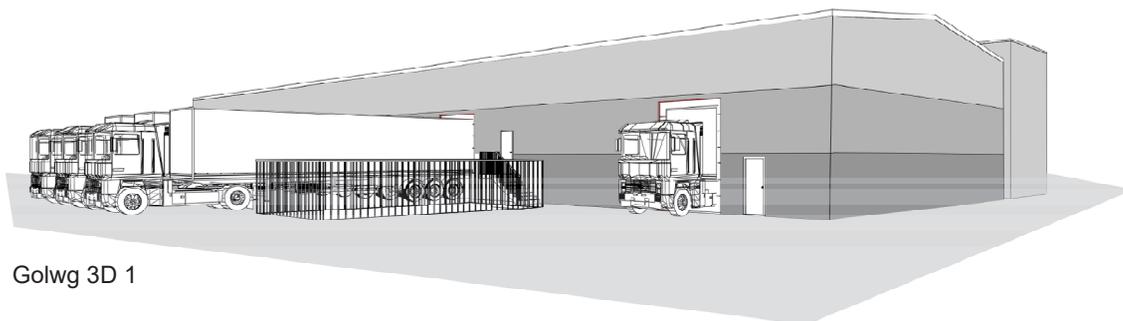
Ffin safle arfaethedig



Delweddau Post Dangos Ffin 3D Dangosol



Cynhyrchu Bae Arolygu - Drychiad Ochr 2



Golwg 3D 1

*Ymwadiad - mae'r rhain yn ddelweddau dangosol o ddyluniad y cynllun. Mae dyluniad y cynllun yn destun adolygiad cyn cyflwyno SDO.

Rheoli traffig

Trwy ddarparu capasiti clirio tollau ychwanegol ar gyfer Porthladd Caergybi, mae safle rheoli ffiniau Parc Cybi yn hanfodol i hwyluso llif mewnforion. Byddai nifer yr HGVs y gellir eu lleoli wrth bostyn rheoli ffiniau Parc Cybi ar unrhyw un adeg hyd at 40. Ar gyfartaledd, byddai disgwyl tua 25-30 HGV ar y safle yn ystod unrhyw gyfnod o 24 awr.

Mae effeithiau traffig ar y Rhwydwaith Ffyrdd Lleol a Strategol yn cael eu hasesu a'u rheoli ar y cyd â rhanddeiliaid lleol a chenedlaethol. Pan fydd y safle'n weithredol, gellir monitro ac adrodd ar effeithiau traffig posibl ar ffyrdd cyfagos a achosir gan gerbydau sy'n teithio i ac o bost rheoli ffiniau Parc Cybi, os oes angen.

Mae'r safle ei hun wedi'i leoli'n agos at y Rhwydwaith Ffyrdd Strategol a Phorthladd Caergybi ei hun. Byddai'r safle'n uniongyrchol hygyrch o'r A55. Pe bai'r A55 yn cau, byddai'r A5 yn cael ei defnyddio i gael mynediad i'r safle. Byddai traffig yn cyrchu ac yn gadael y safle trwy'r pwynt mynediad presennol. Mae hwn yn llwybr HGV sydd eisoes wedi'i sefydlu ar gyfer cerbydau sy'n cyrchu safle Roadking Truckstop.

Arwyddion ffordd amlwg

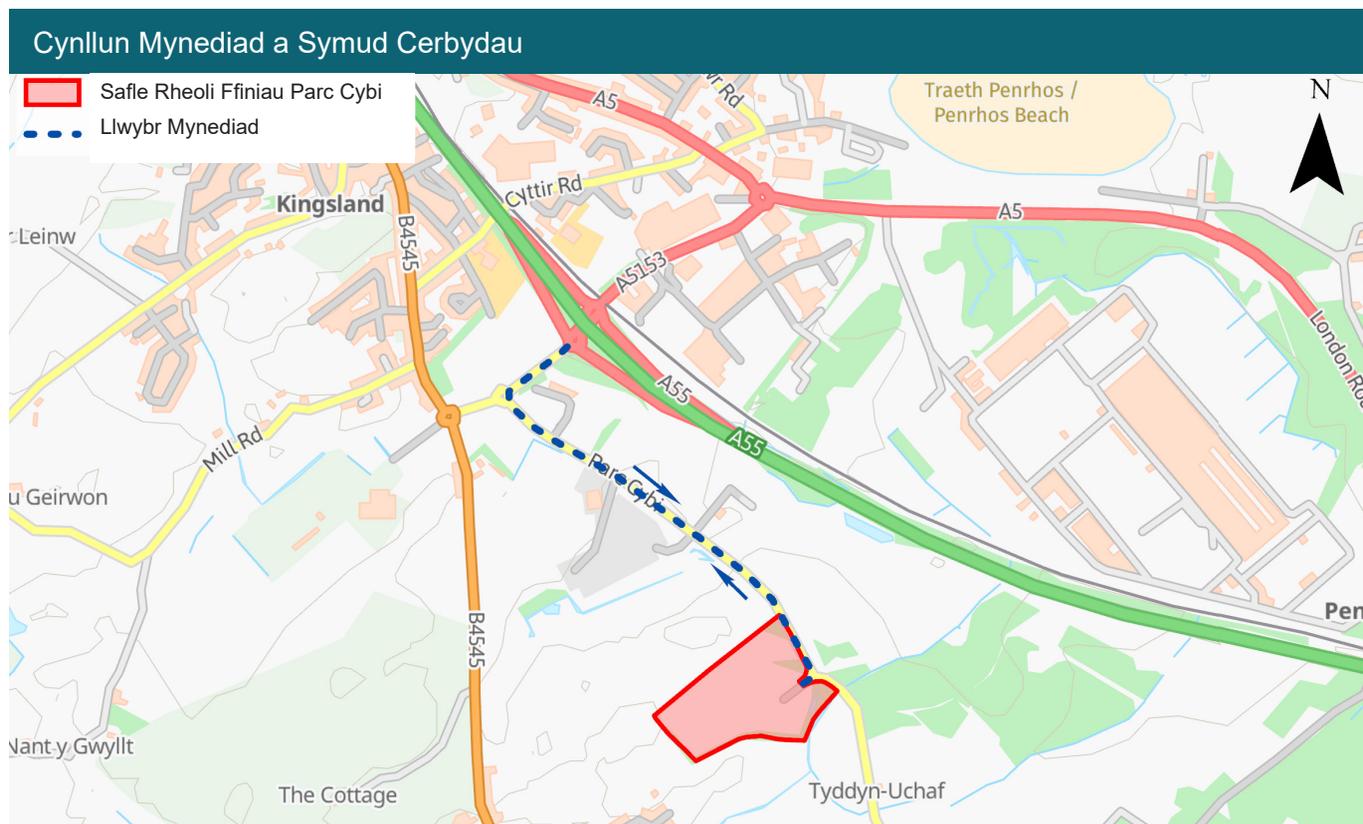
Byddai arwyddion ffordd amlwg sy'n cyfeirio gyrwyr HGV i'r safle rheoli ffiniau. Byddai arwyddion hefyd y tu allan i fynedfa'r safle i gynghori cludwyr ynghylch defnyddio cyfleusterau safle a darparu manylion cyswllt safle.

Pwyntiau mynediad ac allanfa yn y cyfleuster

Byddai un pwynt mynediad ac allanfa i'r safle. Byddai HGVs yn cael eu gwahanu gan ddyluniad y safle, lle byddai HGVs sy'n cyrraedd yn cael eu cyfeirio i mewn i lonydd dal pwrpasol a byddai HGVs allan yn cael eu cyfeirio allan trwy'r allanfa safle presennol.

Byddai staff yn cyrchu ac yn mynd allan o'r safle trwy'r fynedfa bresennol i'r safle / pwynt allanfa ond byddai'n cael ei gyfeirio at faes parcio staff pwrpasol.

Byddai mesurau'n cael eu gweithredu i annog gyrwyr i beidio â gadael y safle a defnyddio'r briffordd tuag at Barc Gwledig Bae Trearddur.



Yr amgylchedd a thirlunio

Fel rhan o'r cynigion safle-benodol ar gyfer y rheolaeth ffiniau, mae asesiadau ôl-amgylcheddol yn parhau i gael eu cynnal ac mae cyrff perthnasol, gan gynnwys Cadw, Cyfoeth Naturiol Cymru a swyddogion perthnasol yn yr Awdurdod Cynllunio Lleol, yn parhau i ymgysylltu ag asesiad a dyluniad amgylcheddol y safle.

Byddai strategaeth dirwedd yn cael ei datblygu ar y safle a fyddai'n darparu mesurau i leihau'r potensial ar gyfer effeithiau amgylcheddol niweidiol.

Fel rhan o gymeradwyaeth y SDO, byddai adroddiad amgylcheddol yn cael ei gynhyrchu. Bydd yr asesiad hwn yn ystyried ansawdd aer, treftadaeth ddiwylliannol, effeithiau tirwedd a gweledol, bioamrywiaeth, draenio ffyrdd a dŵr, a sŵn. Bydd yr adroddiad hefyd yn ystyried daeareg a phriddoedd, asedau materol a gwastraff, poblogaeth ac iechyd, hinsawdd, ac effeithiau cronus. Cynhyrchir Asesiad Rheoliadau Cynefinoedd (HRA) hefyd.

Bioamrywiaeth

Mae effeithiau posibl cynllun ar fioamrywiaeth yn cael eu hasesu trwy nifer o astudiaethau ecolegol. Mae'r astudiaethau ecolegol sy'n cael eu cynnal yn cynnwys dadansoddiad o unrhyw gynefinoedd ar y safle ac asesiad o'r tebygolrwydd o rywogaethau gwarchoddedig a chynefinoedd pwysig. Pan nodir effeithiau ar ecoleg, byddai lliniaru priodol yn cael ei weithredu i leihau effeithiau andwyol ar fioamrywiaeth leol. Yn ogystal, byddai gwelliannau bioamrywiaeth yn cael eu hymgorffori yn y cynllun.

Cynllunio a'r camau nesaf

Gofynnir am gymeradwyaeth ar gyfer y safle trwy ofynion Gorchymyn Datblygu Arbennig (SDO) o dan adran 59 (3) o Ddeddf Cynllunio Gwlad a Thref 1990.

Byddai'r SDO yn rhoi caniatâd cynllunio i Lywodraeth Cymru ar gyfer safle rheoli ffiniau ar y safle hwn.

Darperir nifer o ddogfennau ar wahân i Lywodraeth Cymru, megis:

- Llythyr eglurhaol
- Crynodeb annhechnegol o'r pecyn cais llawn
- Adroddiad Cynllunio
- Adroddiad Amgylcheddol
- Asesiad Rheoliadau Cynefinoedd
- Adroddiad Ymgysylltu â Rhanddeiliaid
- Asesiad Goleuo
- Asesiad Draenio
- Cynllun Amlen Adeiladu
- Cynllun Trefniant Cyffredinol

Yn dilyn y cyfnod ymgysylltu hwn a chynhyrchu'r adroddiadau hyn, bydd y SDO yn cael ei osod yn y Senedd, ac os caiff ei dderbyn heb wrthwynebiad, disgwylir iddo ddod i rym yn Haf 2021.

Ar ôl i'r cyfnod ymgysylltu ddod i ben, bydd Llywodraeth Cymru yn cwblhau asesiadau technegol angenrheidiol i gefnogi'r cais. Gwneir penderfyniad gweinidogol yn seiliedig ar asesiad o'r dystiolaeth ategol a ddarperir. Os ceir caniatâd gweinidogol, byddai SDO yn cael ei osod gerbron y Senedd i ganiatáu a galluogi datblygiad arfaethedig safle rheoli ffiniau ym Mharc Cybi.

Ymgysylltu â rhanddeiliaid

Mae Llywodraeth Cymru wedi bod yn ymgysylltu ag ystod o rhanddeiliaid cenedlaethol a lleol ynghylch y cynigion ar gyfer safle rheoli ffiniau Parc Cybi, gan gynnwys gyda'r gymuned leol.

Gallwch weld copiâu o lythyrau a anfonwyd at breswylwyr ynghylch y cynigion ar ein gwefan fan hyn: www.inlandborderfacilities.uk

Beth yw rôl y safle rheoli ffiniau?

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau sy'n cyrraedd y DU trwy Borthladd Caergybi. Mae'r cynlluniau'n cynnwys manau parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau sy'n dod i mewn ac allan o'r safle. Byddai adeiladau swyddfa, cyfleusterau llesiant staff a gyrwyr hefyd.

Pam y lleoliad hwn?

Mae'r safle yn agos at Borthladd Caergybi ac yn agos at yr A55, llwybr HGV allweddol ar gyfer cyrchu tir mawr Cymru o Ynys Môn. Yn ogystal, mae safle Parc Cybi eisoes wedi'i ddynodi ar gyfer datblygiad masnachol gan Gyngor Sir Ynys Môn.

A fydd gweithrediad y safle yn effeithio ar gymunedau lleol?

Nid yw'r safle wedi'i leoli yn union ochr yn ochr ag eiddo preswyl. Ni fyddai HGVs sy'n cyrchu'r safle hefyd yn mynd heibio eiddo preswyl. Byddai trigolion lleol yn gallu cysylltu â rheolwr y safle pe bai unrhyw effeithiau andwyol.

Beth yw cynhwysedd y safle?

Gall y safle ddal hyd at 40 HGV os oes angen ar unrhyw un adeg. Mae hyn yn cynnwys dal lonydd ar y safle i gadw traffig i ffwrdd o'r rhwydwaith ffyrdd lleol a thua 14 o leoedd parcio HGV. Yn ogystal, mae maes parcio staff ar wahân.

Byddai'r safle'n gweld gwiriadau tollau am 25-30 HGV dros gyfnod o 24 awr ar gyfartaledd, gyda hyd at 40 ar yr oriau brig.

Faint o staff sy'n ddisgwyliedig ar y safle?

Disgwyliedig 75 o weithwyr ar y safle dros gyfnod o 24 awr, gan gynnwys oddeutu 10 marsial sy'n ofynnol i reoli cerbydau a cherddwyr yn ddiogel yn y cyfleuster.

Pa fath o gerbydau y disgwyliedig iddynt ddefnyddio'r safle rheoli ffiniau?

Byddai'r safle rheoli ffiniau yn cael ei ddefnyddio gan HGVs, ceir a faniau, gan gynnwys cerbydau staff.

A ddisgwyliedig cerbydau rhewiddiedig yn y safle rheoli ffiniau?

Byddai cerbydau rhewiddiedig yn cael eu gwirio yn y safle rheoli ffiniau ac yn cael eu cadw ar y safle am gyn lleied o amser â phosib.

A fydd nwyddau o fewn cerbydau yn cael eu harchwilio yn y safle rheoli ffiniau?

Mae cyfleusterau archwilio ar y safle, a rhagwelir y byddai angen archwiliad corfforol ar rai o'r nwyddau sy'n cael eu cludo i'r safle.

A fydd unrhyw ddeunyddiau peryglus yn cael eu dwyn i'r safle rheoli ffiniau?

Bydd cynllun yn cael ei ddatblygu gan y gweithredwr penodedig a fydd yn egluro sut y byddai'r safle'n cael ei reoli a'i weithredu'n ddiogel, gan gynnwys mewn perthynas ag unrhyw ddeunyddiau peryglus.

Sut fydd traffig yn cael ei reoli?

Byddai nifer yr HGVs y gellir eu lleoli yn y safle rheoli ffiniau ar unrhyw un adeg yn gyfyngedig. Byddai'r safle yn gweld gwiriadau tollau a gynhaliwyd ar gyfer 25-30 cerbydau nwyddau trwm dros gyfartaledd cyfnod o 24 awr, gyda hyd at 40 ar adegau brig.

Mae effeithiau traffig ar y Rhwydwaith Ffyrdd Lleol a Strategol yn cael eu hasesu a'u rheoli ar y cyd â rhanddeiliaid lleol a chenedlaethol.

Pryd fydd y gwaith adeiladu yn cychwyn?

Yn amodol ar dderbyn caniatâd cynllunio, gallai'r gwaith safle gofynnol ddechrau yn Haf 2021. Byddai mwy o wybodaeth am waith adeiladu yn cael ei gyfleu unwaith y bydd y manylion ar gael.

Gwybodaeth Bellach

Cyhoeddodd Llywodraeth y DU ei chynlluniau ar gyfer seilwaith ffiniau newydd ar 12 Mehefin 2020.

Gallwch weld manylion y cyhoeddiad hwn a dilyn y dolenni perthnasol i ddarganfod mwy am y cyfnod trosglwyddo a chynlluniau Llywodraeth y DU ar gyfer seilwaith ffiniau newydd trwy'r dudalen we isod:

www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period

Datganiad Preifatrwydd

Rheoliad Diogelu Data Cyffredinol (GDPR)

Bydd Llywodraeth Cymru a'i thrydydd partïon dan gcontract yn rheoli unrhyw ddata personol a ddarperir gennych fel rhan o'ch ymateb i'r ymgynghoriad. Mae gan Weinidogion Cymru bwerau statudol y byddant yn dibynnu arnynt i brosesu'r data personol hwn i wneud penderfyniadau gwybodus am y cais. Bydd unrhyw ymateb a anfonwch atom yn cael ei weld yn llawn gan Lywodraeth Cymru a staff trydydd parti dan gcontract sy'n delio â'r ymgynghoriad hwn. Mae telerau ac amodau safonol Llywodraeth Cymru ar gyfer contractau â thrydydd partïon yn cydymffurfio â chanllawiau GDPR.

Eich hawliau

O dan y ddeddfwriaeth diogelu data, mae gennych yr hawl:

- i gael gwybod am y data personol sydd gennych amdanoch chi a'i gyrchu
- i'w gwneud yn ofynnol i ni gywiro gwallau yn y data hwnnw
- gwrthwynebu (mewn rhai amgylchiadau) gwrthwynebu neu gyfyngu ar brosesu
- ar gyfer (mewn rhai amgylchiadau) i'ch data gael ei 'ddileu'
- i gludadwyedd data (mewn rhai amgylchiadau)
- cyflwyno cwyn i Swyddfa'r Comisiynydd Gwybodaeth (ICO) sef ein rheolydd annibynnol ar gyfer diogelu data.

Am fanylion pellach am y wybodaeth sydd gan Lywodraeth Cymru a'i defnydd, neu os ydych chi am arfer eich hawliau o dan GDPR, gweler y manylion cyswllt isod:

Swyddog Diogelu Data
Llywodraeth Cymru
Parc Cathays
Caerdydd CF10 3NQ
E-bost: data.protectionofficer@gov.wales

Y manylion cyswllt ar gyfer Swyddfa'r Comisiynydd Gwybodaeth yw:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Ffôn: 01625 545 745 neu 0303 123 1113
Gwefan: <https://ico.org.uk/>



24 March 2021

Dear Resident, Owner or Occupier,

Re: Welsh Government – Parc Cybi Border Control Post

We are writing to inform you that the 21-day community engagement period for the Welsh Government's proposals for a border control post at Parc Cybi, Holyhead has commenced.

The Welsh Government is seeking to develop Plot 9, Parc Cybi, Holyhead into a border control post to service the Port of Holyhead. The site is required because there is currently insufficient space within the port to process the future checks required following the end of the UK's transition period with the EU on 31 December 2020.

The site would be used as a location to inspect goods such as animals, plants and products of animal origin entering Wales via the Port of Holyhead. These checks are the responsibility of the Welsh Government. The site would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site will require approval, which it is seeking under the requirements of a Special Development Order (SDO).

Provide your views

We are inviting you to comment on the proposals during the 21-day period of community engagement which will run from Wednesday 24 March 2021 until midnight on **Tuesday 13 April 2021**.

Please find enclosed an information booklet which sets out the purpose of the site, the need for a border control post at Parc Cybi and timescales for its proposed construction and operation.

If you wish to provide comments on the proposals and to find out further details of the Welsh Government's proposals for the site, visit our website at www.inlandborderfacilities.uk

You can also provide comments by completing the enclosed feedback form and mailing to: Freepost Inland Border Facilities

Comments received during the community engagement period will be included within our planning submission documents. Feedback can be provided from Wednesday 24 March 2021 until midnight on **Tuesday 13 April 2021**.

The website will be updated regularly to provide you with progress of the scheme.

Yours faithfully,

Border Infrastructure Programme
Welsh Government

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.



24 Mawrth 2021

Annwyl Breswlydd, Perchennog neu Ddeiliad,

Parthed: Llywodraeth Cymru - Safle Rheoli Ffiniau Parc Cybi

Rydym yn ysgrifennu i'ch hysbysu bod y cyfnod ymgysylltu â'r gymuned 21 diwrnod ar gyfer cynigion Llywodraeth Cymru ar gyfer safle rheoli ffiniau ym Mharc Cybi, Caerdybi, wedi cychwyn.

Mae Llywodraeth Cymru yn ceisio datblygu Plot 9, Parc Cybi, Caerdybi yn safle rheoli ffiniau i wasanaethu Porthladd Caerdybi. Mae angen y safle oherwydd nad oes digon o le ar hyn o bryd yn y porthladd i brosesu'r gwiriadau yn y dyfodol sy'n ofynnol yn dilyn diwedd cyfnod trosglwyddo'r DU gyda'r UE ar 31 Rhagfyr 2020.

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau fel anifeiliaid, planhigion a chynhyrchion o darddiad anifeiliaid sy'n dod i mewn i Gymru trwy Borthladd Caerdybi. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Byddai'r safle'n cynnwys lleoedd parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau a nwyddau sy'n dod i mewn ac allan o'r safle.

Bydd angen cymeradwyaeth ar gyfer defnydd arfaethedig Llywodraeth Cymru o'r safle, y mae'n ei geisio o dan ofynion Gorchymyn Datblygu Arbennig (SDO).

Rhowch eich barn

Rydym yn eich gwahodd i wneud sylwadau ar y cynigion yn ystod y cyfnod 21 diwrnod o ymgysylltu â'r gymuned a fydd yn rhedeg o ddydd Mercher 24 Mawrth 2021 tan hanner nos **ddydd Mawrth 13 Ebrill 2021**.

Amgawch lyfryn gwybodaeth sy'n nodi pwrpas y safle, yr angen am safle rheoli ffiniau ym Mharc Cybi ac amserlenni ar gyfer ei adeiladu a'i weithredu arfaethedig.

Os ydych am roi sylwadau ar y cynigion ac i ddarganfod mwy o fanylion am gynigion Llywodraeth Cymru ar gyfer y wefan, ewch i'n gwefan www.inlandborderfacilities.uk

Gallwch hefyd ddarparu sylwadau trwy lenwi'r ffurflen adborth amgaeedig a'i phostio i: Freepost Inland Border Facilities

Bydd sylwadau a dderbynnir yn ystod y cyfnod ymgysylltu â'r gymuned yn cael eu cynnwys yn ein dogfennau cyflwyno cynllunio. Gellir darparu adborth o ddydd Mercher 24 Mawrth 2021 tan hanner nos **ddydd Mawrth 13 Ebrill 2021**.

Bydd y wefan yn cael ei diweddarau'n rheolaidd i roi cynnydd y cynllun i chi.

Yn gywir,

Rhaglen Seilwaith Ffiniau
Llywodraeth Cymru

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Bydd unrhyw ohebiaeth a dderbynnir yn Gymraeg yn cael ei ateb yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi cyn ymateb.



Llywodraeth Cymru
Welsh Government

**PWYSIG – GALLAI'R OHEBIAETH HON GAEL
EFFAI TH AR EICH EIDDO.**

**IMPORTANT – THIS CORRESPONDENCE
COULD AFFECT YOUR PROPERTY.**

DEDDF CYNLLUNI O GWLAD A THREF 1990 O
DAN ADRAN 59(3). HYSBYSIAD AM
ORCHMYN DATBLYGU ARBENNI G AR GYFER
CANIATÂD CYNLLUNI O

TOWN AND COUNTRY PLANNING ACT 1990
UNDER SECTION 59(3). NOTICE OF SPECIAL
DEVELOPMENT ORDER FOR PLANNING
PERMISSION

Enw'r cais: **Parc Cybi, Safle Rheoli Ffin Caergybi**

Application Name: **Parc Cybi, Holyhead Border
Control Post**

Mae Llywodraeth Cymru yn hysbysu bod ADRAN
YR AMGYLCHEDD, YNNI A MATERION
GWLEDI G yn gwneud cais i'r ADRAN TAI A
LLYWODRAETH LEOL am ganiatâd cynllunio i

The Welsh Government gives notice that THE
DEPARTMENT FOR ENVIRONMENT, ENERGY &
RURAL AFFAIRS is applying to the
DEPARTMENT FOR HOUSING & LOCAL
GOVERNMENT for planning permission to

DDATBLYGU'R SAFLE RHEOLI FFIN ARFAETHEDIG
YM MHLOT 9, PARC CYBI, CAERGYBI, YNYS MÔN

DEVELOP THE PROPOSED BORDER CONTROL POST
LAND AT PLOT 9, PARC CYBI, HOLYHEAD, YNYS MÔN

Caiff aelodau'r cyhoedd weld y cynigion ar wefan
y datblygiad yn www.inlandborderfacilities.uk

Members of the public may view the proposals via
the development's website
at www.inlandborderfacilities.uk

*Ni fydd sylwadau a dderbynnir yn cael eu
rhoi'n awtomatig ar ffeil sydd ar gael i'r
cyhoedd; fodd bynnag, byddant yn rhan o'r
adroddiad ymgysylltu â rhanddeiliaid i
lywio'r broses gynllunio. Mae hyn yn golygu
y gall unrhyw un eu gweld. Bydd
Llywodraeth Cymru yn golygu gwybodaeth
(dileu) sy'n gysylltiedig â chi (lle bo modd),
ond dylech fod yn ymwybodol mai eich
cyfrifoldeb chi yw peidio â chynnwys
gwybodaeth amdanoch chi neu unigolion
eraill na fydddech am i'r cyhoedd ei gweld.*

*Comments received will be not automatically
be placed on a publicly available file;
however, will form part of the stakeholder
engagement report to inform the planning
process. This means that anybody may be
able to view it. The Welsh Government will
redact (blank out) information which is
about you (where possible), but you should
be aware that it is your responsibility to be
careful not to include information about you
or other individuals which you would not
want to be seen by the general public.*

Dylai unrhyw un sydd am gyflwyno
sylwadau/tystiolaeth ynghylch y cais hwn wneud
hynny drwy'r ffurflen adborth yn
www.inlandborderfacilities.uk

Anyone who wishes to submit
submissions/evidence about this application
should do so via the feedback form provided at
www.inlandborderfacilities.uk

Erbyn: hanner nos, 00:00, ar ddydd Mawrth
13 Ebrill 2021

By: midnight, 00:00hrs, on Tuesday 13 April
2021

Inland Border Facilities

Parc Cybi, Holyhead Border Control Post



Home

Ashford – Sevington Inland Border Facility

Ashford – Waterbrook Inland Border Facility

Birmingham Airport Inland Border Facility

Ebbwfleet Inland Border Facility

Manston Airport Inland Border Facility

North Weald Inland Border Facility

Warrington Inland Border Facility

White Cliffs Inland Border Facility

Parc Cybi, Holyhead Border Control Post

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Overview

This page provides an opportunity for interested individuals and organisations to view information about the Welsh Government's proposals for the Parc Cybi Border Control Post.

The proposals see the site being used as a location to inspect goods such as animals, plants and products of animal origin entering Wales via the Port of Holyhead. These checks are the responsibility of the Welsh Government. The site would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

We invited you to comment on the proposals during the 21-day period of public consultation which ran from Wednesday 24 March 2021 until midnight on Tuesday 13 April 2021.

The views of individuals and organisations will be recorded in a stakeholder engagement report to inform and be taken account of in the planning process.

Contact Us

If you have a query about the proposal, please contact us using the email below:

BorderInfrastructureProgramme@gov.wales

Community Updates

09/06/2021

The Department is currently working through all feedback received from the community and undertaking relevant surveys at the site. We are continuing to work with key stakeholders to develop our design, ahead of submitting any planning application to Welsh Ministers for review.



Site location map

Border Control Post Location

The border control post would be located on land at Parc Cybi, Holyhead. The site lies to the south-east of the Roadking Truckstop off the existing service road used by a number of HGVs. The site provides convenient transport links with nearby access to/from the Port of Holyhead and the A55 linking with mainland Wales.

Site Information Materials

An information booklet containing additional information about the proposals was sent to residents on 24 March. This booklet can be downloaded [here](#)

A letter outlining Welsh Government's plans for a Border Control Post was sent to residents on 24 March. This letter can be downloaded [here](#)

Inland Border Facilities

Home

Ashford – Sevington Inland Border Facility

Ashford – Waterbrook Inland Border Facility

Birmingham Airport Inland Border Facility

Ebbsfleet Inland Border Facility

Manston Airport Inland Border Facility

North Weald Inland Border Facility

Warrington Inland Border Facility

White Cliffs Inland Border Facility

Parc Cybi, Holyhead Border Control Post

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Parc Cybi, Safle Rheoli Ffiniau Caergybi



Trosolwg

Mae'r dudalen hon yn rhoi cyfle i unigolion a sefydliadau sydd â diddordeb weld gwybodaeth am gynigion Llywodraeth Cymru ar gyfer Safle Rheoli Ffiniau Parc Cybi.

Mae'r cynigion yn gweld y safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau fel anifeiliaid a chynhyrchion yn deillio o anifeiliaid yn dod i mewn i Gymru trwy Borthladd Caergybi. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Byddai'r safle yn cynnwys ardaloedd parcio ar gyfer Cerbydau Nwyddau Trwm a cherbydau eraill yn ogystal â mesurau a chyfleusterau diogelwch i alluogi gwirio'r cerbydau a nwyddau sy'n gadael y safle.

Wnaethon ni eich gwahodd i wneud sylwadau ar y cynigion yn ystod cyfnod o ymgynghoriad cyhoeddus o 21 diwrnod oedd yn rhedeg o ddydd Mercher 24 Mawrth 2021 hyd at hanner nos ar ddydd Mawrth 13 Ebrill 2021.

Bydd barn unigolion a sefydliadau yn cael eu cofnodi mewn adroddiad ymgysylltu â rhanddeiliaid i lywio a chael eu hystyried yn y broses gynllunio.

Cysylltwch â ni

Os oes ymholiad gennych chi am y cynnig, cysylltwch â ni gan ddefnyddio'r e-bost isod: BorderInfrastructureProgramme@gov.wales

Diweddariadau Cymunedol

09/06/2021

Ar hyn o bryd mae'r Adran yn ystyried yr holl adborth rydym wedi'i dderbyn oddi wrth aelodau'r gymuned ac rydym yn cynnal arolygon perthnasol ar y safle. Rydym hefyd yn parhau i gydweithio â rhanddeiliaid allweddol er mwyn datblygu ein dyluniad, a hynny cyn i unrhyw gais cynllunio gael ei gyflwyno i Weinidogion Cymru i'w adolygu.



Map lleoliad y safle

Lleoliad Safle Rheoli Ffiniau

Byddai'r safle rheoli ffiniau wedi'i leoli ar dir ym Mharc Cybi, Caergybi. Mae'r safle i'r de-ddwyrain o'r Roadking Truckstop oddi ar y ffordd wasanaeth bresennol a ddefnyddir gan nifer o Gerbydau Nwyddau Trwm. Mae'r safle'n darparu cysylltiadau trafnidiaeth cyfleus gyda mynediad cyfagos yn ôl ac ymlaen o Borthladd Caergybi a'r A55 yn cysylltu â thir mawr Cymru.

Deunyddiau Gwybodaeth Safle

Cafodd llyfryn gwybodaeth yn cynnwys gwybodaeth ychwanegol ynglŷn â'r cynigion ei anfon at drigolion ar 24ain Mawrth. Mae'r llyfryn hwn yn gallu cael ei lawrlwytho [yma](#)

Cafodd llythyr yn amlinellu cynlluniau Llywodraeth Cymru ar gyfer Safle Rheoli Ffiniau ei anfon at breswylwyr ar 24Mawrth. Cellir lawrlwytho'r llythyr hwn [yma](#)

Appendix F. Example Consultation Materials provided to Technical Stakeholders

Email subject line: Notice of formal consultation period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Dear [Salutation and name],

I write to advise that the Welsh Government is progressing plans for the use of land it owns at Parc Cybi, known as Plot 9, Holyhead as a border control post (BCP). The site would be used to carry out inspections required on goods such as animals, plants and products of animal origin entering Wales from the Republic of Ireland as part of the UK's exit from the EU. These checks are the responsibility of the Welsh Government. There is currently insufficient space within the port to process the future checks required.

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. It would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990. The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. 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.

As you will be aware, we have been engaging with you on behalf of the Welsh Government to seek your views, and this has helped to inform and shape the developing proposals.

The Welsh Government is now seeking written representations from your organisation to assist in developing our proposals. We would ask that you consider the proposals for the Parc Cybi Border Control Post in your written responses and identify any issues. All written responses will be summarised within an engagement report to accompany the submission of site-specific proposals to Welsh Ministers.

In the coming weeks we will continue to consult your organisation, before providing any updates or additional information that your organisation may need to respond. When we provide any final update/pack of information, we will write to you confirming the date for which the consultation window will close. This date will be exactly 21 days from issue of notice.

Written representations should be made in the format of either an A4 PDF attachment using organisational letterhead, or by email in a portrait format. The representation should be provided by way of email to the Welsh Government BCP sites Stakeholder Engagement Team, at ibf@mottmac.com

We will continue to work collaboratively with you during this period should you require any support and address any outstanding queries.

Any queries should be referred to

[REDACTED]

[REDACTED]

Email subject line: Update - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Dear [Salutation and name],

Private & Confidential: Update - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

We recently wrote to your organisation stating that we would be providing further information to seek representations from your organisation to assist in developing our proposals.

We are now in a position to share with you a snapshot of the current concept design of the site and the parameters to which any future design will have to adhere to, known as a consenting envelope. We have also been undertaking relevant technical assessments associated with the development of this site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990. The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. 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.

Consenting envelope

The attached Consenting envelope is part of the evidence base required to support subsequent stages and an eventual Special Development Order (SDO) submission. It will provide the framework for development for an SDO application and sets the **maximum parameters and limitations** for which development can occur.

This information has been used to inform a consenting envelope and a basis from which an initial environmental assessment has taken place, detailing the proposed limits and constraints of any future application. The environmental assessment will evidence that the proposed development will not trigger Environmental Impact Assessment and does not result in significant environmental effects and constitute 'Schedule 1' or 'Schedule 2' development as defined in regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Current Site Design

The attached General Arrangement drawing shows our current intentions for site design, whilst the consenting envelope shows the parameters to which any altered design must work within. Whilst this site design has evolved over the months, it could still change following further technical stakeholder feedback and input from future site constructors and operators.

What happens next?

Whilst working towards a tight timeframe associated with the use of a Special Development Order (SDO), we are keen to discuss with you the findings of our technical assessments, ahead of any formal comments on our proposal that your organisation chooses to provide.

To enable this, we are looking at hosting workshops on **w/c June 7** to review the consenting envelope and current site design, plus present the findings of the technical assessments undertaken. Please can you let me know when you are free during this week?

The workshops will enable you to provide your views on the assessment methodology and its findings, which will be noted down. Following the workshop, we shall send you notes of the meeting.

Your formal response to our proposals

The Welsh Government is now seeking written representations from your organisation to assist in developing our proposals and ask that you provide any feedback by **COP Tuesday 22 June**. We would ask that you consider the proposals for the Parc Cybi Border Control Post in your written responses and identify any issues.

All written responses will be summarised within an engagement report to accompany the submission of site-specific proposals to Welsh Ministers.

Written representations should be made in the format of either an A4 PDF attachment using organisational letterhead, or by email. The representation should be provided by way of email to the Welsh Government BCP sites Stakeholder Engagement Team, at ibf@mottmac.com

We will continue to work collaboratively with you during this period should you require any support and address any outstanding queries.

Any queries should be referred to [REDACTED]

Appendix G. Summary of the Design Process

A thorough design and assessment process has been undertaken to establish the proposed layout of the BCP facility, which has in turn informed the proposed SDO Consenting Envelope plan (BCP21-006-05-00) and the proposed SDO Limitations Spreadsheet (BCP21-006-04-00). The process has included a number of technical stakeholder engagement meetings, allowing specialists from transport, environmental, operations and a range of engineering disciplines the ability to comment on the design as it developed. This has been critical to ensuring that operational efficiencies, environmental mitigation and a range of other design decisions to minimise the impact of the development on the local area have been incorporated into the SDO Consenting Envelope plan. The SDO will provide consent for the envelope. This envelope is informed by the current detailed design however the detailed design is still subject to continued engagement with stakeholders.

The design and use of the buildings proposed has been developed based on an understanding of current import data, and continued refinement of the facility requirements. In terms of processing animals, an analysis of the ferry manifest documentation identified that 50% of transported horses are in a single or double horse box. It was therefore decided that the detailed design should include a two-lane drive-through facility which has been developed to increase overall efficiency by reducing time taken for inspections. The other buildings on site have been designed through consultation with the Animal and Plant Health Agency (APHA) to ensure that the site can be designated as a BCP upon completion.

In terms of layout, including landscape features has been identified during the design process as key factor in sensitively developing this site. The SDO Consenting Envelope plan (BCP21-006-05-00) concentrates operations to the central area, 'the developable area', which reduces surplus hard standing and maximises the amount of area that can be given over to landscaped screening and the sustainable urban drainage (SuDs). The site currently has a SuDs system that was established as part of its use a temporary stacking facility, however, it was determined that the swale installed was over engineered. Engagement with the Local Authority and Welsh Water have influenced the revised design, which will be subject to approval from the relevant SAB authority. The Developable Area has been reduced to as small footprint as possible to maximise space for soft landscaping, whilst also allowing space for a viable BCP. In addition, the use of alternatives to hard surfacing has been integrated into the design as much as possible; permeable reinforced grass is currently proposed for the emergency access and to the SuDs area. A limit (in the SDO Limitations Spreadsheet (BCP21-006-04-00)) has also been proposed to ensure that all hard design features (such as roads, buildings, parking) is maintained to within the Developable Area. Assessments undertaken by landscape professionals concluded that a landscape buffer of no less than 10m wide would be required to reduce the visual impact to residents located to the south west of the Scheme. As a result of this assessment, a limit is proposed within the SDO Limitations Spreadsheet (BCP21-006-04-00) reflecting this. Additionally, the landscape buffer will provide biodiversity improvements and a dark corridor for birds and bats to be maintained.

The layout has also been developed to ensure the site is safe, efficient and readily legible to all users. Access and egress at the site makes use of the existing access point to Parc Cybi. HGV drivers will have a clear circular route around the perimeter of the site and will be guided by strategically placed marshals control points. Staff and visitors arriving by car, cycle or on foot will be immediately separated from the truck circulation. The proposed staff car park will be centrally located giving direct access to all buildings on site. Internal circulation for staff has been developed to ensure there is no crossover point with HGV or other operations movement. An access spine to the south of the inspection buildings, running east

west, safely connects all facilities. An emergency access point, separate to the main access, is required due to fire safety regulations. It is proposed that this access is developed as reinforced grass or similar material to reduce the impact of further hardstanding material on the site. The design currently proposes that parallel holding lanes (“swim lanes”) be located in the south western corner of the developable area, which has allowed space to accommodate a landscape buffer on the edge of the development. To mitigate the potential noise impacts of vehicles using these swim lanes, a fence designed to reduce noise impacts will be installed along the edge of the road, up to a height of 5m, as specified in the results of the July 2021 noise assessment.

Minimising the impact of buildings on adjacent sites was identified as an early key design criterion, in particular due to the Trefignath Burial Chamber to the east, the residential area to the south west and the location of the site within an AONB. Viewpoints to, and the setting of the Trefignath Burial Chamber were a key consideration in determining the placement and height of the buildings.

To minimise environmental effects, the SDO Limitations Spreadsheet (BCP21-006-04-00) proposes limits on the height of buildings across the developable area as shown on the SDO Consenting Envelope plan (BCP21-006-05-00) and the scheme has been assessed to identify if there are significant environmental impacts resulting from the construction and operation of the BCP within these limits (refer to the Environment Report (BCP21-002-00-00)). The design of buildings has been developed to be zoned to ensure that building heights are reduced to as low as practical, with the layout of the buildings optimised to limit and reduce buildings and infrastructure in key areas (particularly the north east corner due to the impact on heritage). The horse inspection facility consists of three distinct buildings with heights considerably lower than the other inspection facilities. Consequently, these will be located to the east of the site to reduce the impact on the burial chamber site. Following discussions with environmental stakeholders, an Environmental Colour Assessment (ECA) was completed. This assessment provides a colour palette that all buildings and building features will comply with (via the proposed limit in the SDO Limitations Spreadsheet (BCP21-006-04-00)), which will ensure the site integrates into the landscape as much as possible. In terms of future flexibility, the structure for inspection buildings is a standard steel portal frame which would allow for conversion to other facilities should it be required.