

Business Management System			
Reference: BP-f-012	Rev: V1.1	Issue: December 2021	Authorised: Ellis Ashton



Jones Bros Ruthin (Civil Engineering) Co Ltd
Former Seiont Brickworks, Caernarfon
EIA Scoping Report

Revisions Control Page

Date	Summary of Changes Made	Changes Made By (Name)
13.07.2022	Issue to MPA	Stephen Blunt

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Former Seiont Brickworks, Caernarfon – EIA Scoping Report

1 Introduction

1.1 Background

- 1.1.1 The site of the former Seiont brickworks factory is currently used as a temporary compound in connection with the Caernarfon to Bontnewydd bypass construction project, under two Planning Permissions, reference C17/0011/19/MW and C17/0107/19/LL. This area contains offices, mobile concrete batching facilities, heavy plant workshop facilities, materials processing and storage areas and associated car parking.
- 1.1.2 Bypass construction works are nearing completion, and the site owner wishes to continue certain operations for a further temporary period. In advance of a further planning application, the applicant sought a formal EIA Screening Opinion from the Mineral Planning Authority, Gwynedd Council and submitted document 2021.058_05 Request for EIA screening. For reference, that document is appended as Appendix A. It describes the proposed development (ie the continued temporary use of the site), refers to the relevant EIA Regulations and gives an initial appraisal of the potential environmental effects.
- 1.1.3 The Council's response reference C22/0314/19/SC dated 19/05/2022 forms Appendix B. The content is reproduced here:

Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 - Regulation 5 Screening Opinion

New vehicular access and alterations to Ffordd Waunfawr, internal access and temporary use of land for storage, retention of concrete batching plant and recycling and export of finished materials/products – Seiont Quarry, Caernarfon

Referring to your request dated the for a formal screening opinion under the under the Environmental Impact Assessment regulations for the development described above.

Under Regulation 5 and using the assessment criteria set out in Schedule 2 & 3 of the Regulations, it is concluded that the likely impact of the development on the environment **will** require the submission of an Environmental Statement. This screening opinion will be placed upon the Planning Register at the Authority's Office.

I would advise that a request for Scoping Opinion to establish the contents of the Environmental Statement is submitted prior to applying for consent.

1.2 Scoping report

- 1.2.1 In view of the Screening Opinion, the applicant has prepared this document, a Scoping Report, and seeks the formal Scoping Opinion of the MPA. The Screening request (see Appendix A) contains sufficient description of the proposed project, site and setting to inform the Scoping Opinion and so these are not repeated. This document puts forward justified proposals for the coverage and level of detail that would be provided in a full Environmental Statement. It makes reference to conditions set out in the two existing planning permissions, as an indication of controls which could be applied to a new permission in order to ensure that the proposed activities were carried out without unacceptable effects.

1.3 Structure of the Scoping Report

1.3.1 Section 2 of the Scoping Report sets out proposals for the project description within an ES:

- the description of the proposed project,
- a description of the site and its setting
- the description of alternatives that have been considered
- reference to the environmental assessment process and reporting structure.

1.3.2 Section 3 of the Scoping Report sets out proposals for each of the technical topics forming an ES; whether the topic is ‘scoped in’ or ‘scoped out’, and the level of detail to be presented.

1.3.3 Section 4 of the Scoping Report consists of a summary table for the scope of the EIA.

2 Proposed ES Part 1 - Introductory

2.1 The Project

2.1.1 This introduction to the ES will summarise the recent history of the site, the extant planning permissions and operations related to the bypass construction.

2.1.2 Planning Permission C17/0107/19/LL is applicable to the existing operations at the site. The conditions attached to that permission will be tabulated, with a proposal as to whether each condition should be applied to a new permission for continued working, or replaced by an alternative wording (with justification). Where a condition required the submission of a scheme or document, the appropriate document will be incorporated into the ES by reference, and submitted with the planning application to give greater definition of the project.

2.2 Project description

2.2.1 The project will be described as set out in Section 1 of the ‘Request for EIA Screening opinion’ March 2022 (see Appendix A) defining the proposal and its scale, quantity and duration. The key parameters currently envisaged are set out in Table 1, which will be updated as necessary and reproduced in the ES.

Table 1 Key parameters of the project

Activity	Approx area	Quantity
General Storage use (Class B8)	5,350 m ²	
Concrete batching plant area	2,700 m ²	10,000 m ³ annual output 18,000 t aggregate import/yr 3,000 t cement import/yr
Recycling area for soils, construction and demolition waste	5,800 m ²	100,000 t annual throughput (concrete, bricks, tiles and ceramics, soil, stones and mixtures of these)
Plant maintenance and storage area with existing workshop/fitter shed	5,000m ²	

Temporary offices and welfare cabins, with staff parking	2,700 m ²	
Haul route and new access point to Waunfawr Road	25,000 m ²	

2.2.2 Where the proposed activities are also part of the current permitted operations the scale or throughput of the proposed and recent activity will be set out for comparison.

2.2.3 Site plans will provide the following information:

- boundary of the planning application site
- land ownership, for the site and adjacent land owned by the applicant
- zones allocated to each proposed activity
- access points connecting to public highways
- transport routes likely to be used by traffic serving the proposed land uses
- setting of the site (OS base) indicating features referred to.

2.2.4 The importation and recycling of inert materials will be controlled by an Environmental Permit to be obtained from NRW. The types of waste that would be accepted for recycling meet the European Waste Code classifications set out in Table 2.

Table 2 Proposed waste materials for recycling

Code	Class
17	CONSTRUCTION AND DEMOLITION WASTES
17 01	Concrete, bricks, tiles and ceramics
17 01 01 17 01 02 17 01 03 17 01 07	Concrete bricks tiles and ceramics mixtures of concrete, bricks, tiles and ceramics other than those containing hazardous substances
17 03	Bituminous mixtures
17 03 02	Bituminous mixtures other than those containing coal tar
17 05	Soil and stones
17 05 04	Soil and stones other than those containing hazardous substances
19	WASTES FROM WASTE MANAGEMENT FACILITIES
19 12	Wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified

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19 12 09	Minerals (for example sand, stones)
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2.3 Site and its setting

2.3.1 The site and its surroundings will be described as set out in Section 1 of the ‘Request for EIA Screening opinion’ March 2022 (see Appendix A). Illustrations in the form of aerial and ground-based photographs will be provided. A small selection is attached to this Scoping Report as Appendix C.

2.4 Consideration of alternatives

2.4.1 This chapter will present a consideration of the proposed site use, supported by a Waste Planning Assessment as an appendix to show the location of other permitted recycling sites in the region. It will explain the plans for site restoration that accompanied the current permission C17/0011/19/MW and the shortfall in material currently available to implement that restoration. The older permissions for mineral extraction and processing on the site will also be reviewed.

2.5 The Environmental Assessment

2.5.1 This chapter will summarise the legislation applicable to Environmental Assessment for this type of project, the process used to conduct the assessment, and set out the structure of the Environmental Statement.

3 Proposed ES Part 2 - Technical

3.1 Air quality

3.1.1 The emissions to air that could arise from the classes of operation proposed for this site are a) dusts and particulates from the crushing, screening and blending of inert wastes, handling of raw materials and cement used in concrete batching, and disturbance of dust from the ground by passage of vehicles; and b) particulates and NOx emitted by diesel engines from HGVs and plant.

3.1.2 This chapter will set out the existing site management processes that would continue to be used to control dust and particulate emissions. This site has operated under permission C17/0011/19/MW throughout the bypass construction. There have been no complaints of dust or particulates and operations have satisfied all inspections by regulators including Gwynedd Council, NRW and internal company environmental audit procedures. There is no reason why this standard of operation would not continue.

3.1.3 Ysbyty Eryri lies approximately 150m west of the processing area. The nearest residential properties lie approximately 200m north-west of the processing area. The transmission of dust from the processing area to these receptors would require a combination of dry conditions and an easterly or south easterly wind strong enough to mobilise any settled dust. The ES submitted with the application leading to permission C17/0011/19/MW showed in section 6.3 that those conditions were likely to arise on only a few days each year. The operator’s continued implementation of dust controls including site sweeping or damping with water would therefore be able to maintain the site and avoid significant dust effects. All operations to date have been carried out with no complaints relating to lack of dust controls.

3.1.4 The number of HGV movements associated with the proposed recycling and continued concrete batching operations was set out in the Screening Report (see Appendix A, section 3 ‘Traffic and transportation’. As described in that report, the proposed HGV traffic is well below the threshold of

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200 HGV movements per day at which air quality effects would be ‘scoped in’ to environmental assessment (DMRB LA105 – Air Quality (rev 0 Nov 2019).

3.1.5 For these reasons it is proposed that air quality is scoped out of further consideration in the Environmental Assessment.

3.2 Cultural Heritage

3.2.1 The proposal is for the continued use of land within the bypass construction site compound (the former brickworks yard), and for creation of a new access between the bypass haul road and Waunfawr Road at Plas Treflan. The property Plas Treflan has no historic designation, and works would be limited to the visibility splay at the property’s frontage onto Waunfawr Road.

3.2.2 The 2016 Environmental Statement confirmed that the World Heritage Site of Caernarfon Castle lies 1.3 kilometres to the northwest and there is no inter-visibility with the quarry.

3.2.3 For these reasons it is proposed that Cultural Heritage is scoped out of further consideration in the Environmental Assessment.

3.3 Landscape and visual amenity

3.3.1 The proposal is for the continued use of land within the bypass construction site compound (the former brickworks yard), and for creation of a new access between the bypass haul road and Waunfawr Road at Plas Treflan. All land within the proposal boundary is currently disturbed and in use for bypass operations. The effects of continued working are therefore visual impact effects and not landscape scale effects.

3.3.2 The ES will explain that the current ‘Do-minimum’ situation is the restoration of the former factory yard as a grassed open space under existing permissions. The proposed continuation does not directly affect the restoration proposals or timetable for the remainder of the mineral working site. Visual effects of the proposed continued use will be described in the Chapter, by reference to the 2016 ES Chapter 8 paragraphs 8.7.62 – 68 and 8.7.74. In that Statement, all effects of the proposed operations were assessed as negligible.

3.3.3 The proposed access alongside Plas Treflan would be a visual change, but seen against the backdrop of the new bypass embankment. This embankment will develop its cover of grass and tree planting over the coming years. This would not be affected by the continued use of the former haul road as an access to the compound.

3.3.4 The proposed continued operations would continue to use lighting when working hours extend beyond daylight hours. The working hours would be the same as those given in Condition 20 of planning permission C17/0011/19/MW, ie 07.00 – 19.00 on Mondays to Fridays; 07.00 – 13.00 on Saturdays. The use of lighting within the site would therefore be at times when street lighting and other domestic lighting is in use, and so any visual impact from lighting would be insignificant.

3.3.5 For these reasons it is proposed that the Landscape and Visual Amenity assessment is limited to the confirmation of lighting use and a description and assessment of visual effects due to the proposed continuation works.

3.4 Ecology and Nature Conservation

3.4.1 As the construction of the bypass is now nearly complete, this chapter will present a review of the ecology information previously presented, to confirm or update the description of conditions at the site. It is understood that none of the designations of the site or surrounding features have changed, but this will be confirmed along with an update of records held by COFNOD. The proposed continued

operations would not affect or damage any existing habitat apart from recently disturbed bare ground.

- 3.4.2 The chapter would confirm the continued operation of existing controls on materials, the storage and handling of fuel and similar potential pollutants. Existing protections of the river Seiont, from site drainage and operations, would also be reviewed and confirmed. Controls on lighting and operational noise would be confirmed, to ensure protection of bats and other wildlife.
- 3.4.3 Further survey work within the proposal boundary and immediate surroundings is not considered necessary, as any additional species presence would have arisen during the period of site operations and could reasonably be assumed to be tolerant of such disturbance.

3.5 Geology and soils

- 3.5.1 This proposal is for the continuation of activities which are already present and taking place. Disturbance of the ground surface is only proposed for the creation of the new site entrance adjacent to Plas Treflan. The protection of soils from pollution is managed through existing control processes.
- 3.5.2 For these reasons it is proposed that Geology and soils are scoped out of further consideration in the Environmental Assessment.

3.6 Noise

- 3.6.1 Noise arising from the current concrete batching and materials recycling activities conducted at the site was considered in detail in the Environmental Statement submitted with planning application C17/0011/19/MW. The proposal is to continue those activities in the same location, and so no change in noise arising from those activities is anticipated. This chapter of the ES would present a comparison between the activity rate during bypass construction and the proposed continued activity rate, both for the HGV movements on the haul road and for the material processing / concrete batching operations in the yard. Noise limits were adhered to throughout the operations under permission C17/0011/19/MW, and no noise complaints have been received during the use of the site in that period.
- 3.6.2 The chapter will also present noise measurement data gathered by the site environmental management team during the bypass operations, to demonstrate the effectiveness of the controls used.
- 3.6.3 Noise from HGV movements on the public highway will be covered under the chapter on Traffic generation, and so is not duplicated here.
- 3.6.4 For these reasons, it is proposed that the chapter on noise will be limited to a description of the noise management processes currently in use, and anticipated noise levels at receptors based on earlier work submitted with the application C17/0011/19/MW. New noise modelling or background measurements are not considered necessary.

3.7 Effect on community assets

- 3.7.1 The proposed continued use of the site would have no additional effects on community assets, though the minor adverse effect on users of footpaths close to the operational site would continue. The effects of traffic on users of roadside footways are covered within the chapter on Traffic generation. The effects of the proposal on receptors of air quality and noise effects are covered under the respective chapters.
- 3.7.2 For these reasons it is proposed that effects on community assets are scoped out of further consideration in the Environmental Assessment.

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3.8 Traffic generation and effects

- 3.8.1 The continued operation of concrete batching, materials recycling and other proposed activities at the site will generate HGV and light vehicle traffic as described in paragraphs 3.2 – 3.15 of the Screening Report (Appendix A).
- 3.8.2 The quantity of traffic generated would be less than the threshold of change at which further consideration of air quality effects would be required under DMRB LA105 guidance for scoping. As set out in paragraphs 3.20 – 3.23 of the Screening Report (Appendix A), air quality effects from traffic would be scoped out.
- 3.8.3 Paragraph 3.24 of the Screening Report (Appendix A) explains that the total vehicle movements per annum would be substantially lower than the vehicles movements associated with the use of the site in connection with the Caernarfon to Bontnewydd bypass. Paragraphs 3.25 – 3.27 of that Screening Report demonstrate that traffic generated by the proposal is not likely to have a significant noise or vibration effect on receptors.
- 3.8.4 For these reasons it is proposed that the chapter in the Environmental Statement describing Traffic generation and effects is limited to the presentation of the above details and conclusions supported by details of existing traffic flows on the routes used by traffic serving the proposal site, and data on noise generation.

3.9 Drainage and the water environment

- 3.9.1 The location of the proposal site and access in relation to the River Seiont and its associated flood risk zones is shown in paragraphs 1.10, 1.14 and Figure 1.2 of the Screening Report (Appendix A). The flood risk associated with each of the various activity zones is outlined in paragraphs 3.32 – 3.40 to show how the activities classified as ‘highly vulnerable’ have been located in the more elevated part of the site outside the 0.1% annual probability flood extent (ie within Flood Zone A). ‘Less vulnerable’ elements of the proposal are located in the Flood Zone C and these were previously assessed against TAN15 acceptability criteria within the Flood Consequences Assessment.
- 3.9.2 The proposed site access road and Waunfawr Road are flood-free (paragraph 3.39). There is no ground raising within the extent of predicted flooding, and so no effect on the flood storage capacity of the floodplain.
- 3.9.3 For these reasons it is proposed that the chapter in the Environmental Statement describing Drainage and the water environment is limited to the presentation of the above details with plans and maps, and conclusions. The previous Flood Consequences Assessment will be provided for reference, as an Appendix.

3.10 Water quality

- 3.10.1 The proposed continuation of operations at the site will not alter the current pattern of drainage nor the quality of surface run off. No ground disturbance, other than shallow works to form the access point onto Waunfawr Road, is proposed and so there is no risk that any unknown ground contamination would be affected or mobilised to affect water quality.
- 3.10.2 Operations will continue to be managed under the existing Construction Environmental Management Plan, together with controls on the materials imported for recycling. These controls will be approved by NRW as part of the Environmental Permit for the site that will be required before importation of inert wastes can commence. Monitoring of site runoff and drainage, and reporting to NRW, will be a requirement of the Environmental Permit.

3.10.3 The temporary site offices and staff welfare accommodation established at the site for the bypass construction will remain in a reduced form. This accommodation has been connected to mains drainage and services, which will remain for the duration of the proposed continued use. There is no risk of discharges to the River Seiont.

3.10.4 It is proposed that the chapter in the Environmental Statement dealing with water quality is limited to the presentation of the above details with plans and maps, and conclusions.

3.11 Other cumulative effects with the bypass

3.11.1 The bypass is now open to traffic and is considered as forming part of the baseline for the proposal. Cumulative effects are therefore scoped out as a separate assessment topic.

3.12 Greenhouse gases and climate change

3.12.1 It is proposed that this part of the Environmental Statement should include a simple statement that emissions would derive from the use of diesel fuel for transport and site plant. The operator closely monitors fuel use on all its sites, and trains plant operators in efficient working to minimise fuel consumption. The provision of local recycling and concrete production facilities would make a modest contribution to reducing road transport.

3.12.2 The principal consequence of climate change related to this proposal is the effect on flood risk, which would be covered in that topic chapter and not repeated.

3.13 Risk of disaster

3.13.1 This chapter would present a brief review of the proposed operations and activities, and any risks associated with them. The provision for staff evacuation and for emergency services access in the event of an incident on site, or major accident on surrounding roads including the bypass, would be set out.

3.14 Conclusion to Environmental Statement

3.14.1 A concluding chapter would be presented, together with a Non-Technical Summary.

4 Summary of proposed EIA scope

4.1 List of topics included

CHAPTER OR TOPIC	IN / OUT*
Project description	IN
Site and its setting	IN
Consideration of alternatives	IN
Environmental Assessment process and structure	IN
Air quality	OUT
Cultural Heritage	OUT
Landscape and visual amenity	IN

Ecology and Nature Conservation	IN
Geology and soils	OUT
Noise	IN
Effect on community assets	OUT
Traffic generation and effects	IN
Drainage and the water environment	IN
Water quality	IN
Other cumulative effects with the bypass	OUT
Greenhouse gases and climate change	OUT
Risk of disaster	OUT

* refer to sections 2 and 3 of this scoping report for proposed content

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Appendix A - 2021.058_05 Request for EIA screening

CADNANT

PLANNING

**FORMER SEIONT BRICKWORKS/QUARRY SITE,
SEIONT MILL ROAD, CAERNARFON**

Request for EIA screening opinion

SEIONT LTD

March 2022

2021.058_05

Conwy | 20 Connaught House, Riverside Business Park, Benarth Road, Conwy LL32 8UB

Chester | 1 Aldford House, Bell Meadow Business Park, Pulford, Chester, CH4 9EP

EIA Screening Opinion



Status of report:	Issue	V1.0	March 2022
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1. The proposed development

Introduction

- 1.1 This document sets out the formal request for a screening opinion under Part 2 Section 6 of the Town & Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the EIA Regulations) to be made by Gwynedd Council, with regard to an application for the creation of new vehicular access and alterations to Waunfawr Road, internal access road and temporary use of land for storage purposes, retention of concrete batching facility and recycling and the export of finished materials and products at the Former Seiont Brickworks, Seiont Mill Road, Caernarfon.
- 1.2 In accordance with Section 6, paragraph (2), this statement provides:
- (a) a plan sufficient to identify the land;*
 - (b) a description of the development, including in particular—*
 - (i) a description of the physical characteristics of the development and, where relevant, of demolition works;*
 - (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
 - (c) a description of the aspects of the environment likely to be significantly affected by the development;*
 - (d) a description of any likely significant effects, to the extent of the information available on those effects, of the proposed development on the environment resulting from—*
 - (i) the expected residues and emissions and the production of waste, where relevant; and*
 - (ii) the use of natural resources, in particular soil, land, water and biodiversity; and*
 - (e) such other information or representations as the person making the request may wish to provide or make including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

The site and surrounding area

- 1.3 The site of the former Seiont Brickworks lies on the south-eastern side of the town of Caernarfon, which is identified in Figure 1.1.

Figure 1.1 Aerial image identifying the former Seiont Brickworks site



- 1.4 The area is substantially the site of the former Seiont brickworks which comprised a brick clay quarry and brick production factory. The factory area is currently used as a temporary compound in connection with the Caernarfon to Bontnewydd bypass construction project. This area contains offices, mobile concrete batching facilities, heavy plant workshop facilities, materials storage areas and associated car parking.
- 1.5 Access to the application site is available from Seiont Mill Road, which also provides access to a separate brickyard to the south-west of the quarry, which is physically separated from the remainder of the site by the Afon Seiont. There is also a haul route from Waunfawr Road which has been constructed in connection with the site's use as a compound connected to the construction of the bypass. The application site comprises this haul route which is proposed to be constructed as an internal access

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road connecting the area of the former factory and brickworks site with Waunfawr Road to the north.

- 1.6 There is currently a deep quarry void to the east of the application site which is owned by the applicant. The Caernarfon to Bontnewydd bypass which recently opened lies beyond the quarry void to the east. Plas Treflan lies to the west of the application site and is also within the applicant's ownership. Beyond Plas Treflan to the west lies the Peblig Industrial Estate. Afon Seiont runs along part of the western boundary of the application site beyond which lies Ysbyty Eryri and the residential estates of Tyddyn Llwydyn and Glan Seiont. Residential properties are located along Seiont Mill Road.
- 1.7 The application site lies outside but in close proximity to the development boundary of Caernarfon.
- 1.8 The quarry site includes a Regionally Important Geological Site (RIGS) (designated in 2001), known as the Pen Y Bont (Seiont Brickworks)). The RIGS status is attributed to the associated Quaternary history and organic deposits of the pre-glacial age.
- 1.9 There are three international sites within 5km of the application site, with a further one just over 5km away:
 - Menai Strait and Conwy Bay Special Area of Conservation (SAC) (around 1.5km to the north-west)
 - Abermenai to Aberffraw Dunes SAC (around 4.5km to the west)
 - Glannau Mon: Cors Heli SAC (around 4.5km to the west)
 - Glynllifon SAC (around 5km to the south).
- 1.10 Due to the proximity of Afon Seiont, the Natural Resources Wales Development Advice Maps (DAM) identify that the north-western extent of the site and the quarry void fall within a C2 flood risk area – an area which is at flood risk, without significant infrastructure defence. The remainder of the site is within flood zone A, which is at little risk of flooding. This is identified in Figure 1.2.

Figure 1.2 Extract of Development Advice Maps identifying extent of C2 flood area (in blue)



Description of proposed development

- 1.11 The wider former Seiont Brickworks site is currently being used in connection with the construction of the Caernarfon to Bontnewydd bypass under planning permission C17/0011/19/MW. The bypass recently opened in March 2022 and this application seeks consent for the temporary use of the land for a period of up to five years and the construction of a new permanent vehicular access from Waunfawr Road to serve the temporary use of part of the site as well as facilitate the potential future use of the site.

Use, amount and scale

- 1.12 The proposed use of the former Seiont Brickworks site includes:
- General storage (B8 use class) extending to 5,350sqm;
 - Concrete batching plant area, where mobile plant would be sited extending to 2,700sqm.;
 - Recycling facility area extending to 5,800sqm together with associated processes. Materials that would be recycled on site would comprise soils and construction and demolition waste. Material which would be brought into the site would be selected so as to minimise any unsuitable waste which could not be recycled. Material that is unsuitable for recycling would be disposed at a licensed waste disposal site;

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- Plant maintenance and storage area extending to 5,000sqm where the existing workshop/fitter shed would be retained;
- Siting of portacabins to be used as offices with welfare facilities together with associated parking. These offices would connect on a temporary basis to the Dŵr Cymru Welsh Water main sewer system.

Appearance

- 1.13 There would be very little change to the overall appearance of the site as a result of the proposed development. Elements of the development including the batching plant, recycling facility, workshop/fitter shed and the offices are all present on site and have been throughout the use of the site in connection with the Caernarfon to Bontnewydd bypass. The number of offices at the site would be reduced considerably.

Layout and access

- 1.14 At present there is a haul route from Waunfawr Road to the north into the former Seiont Brickworks site which has been constructed across former agricultural land. It is proposed to provide a permanent new vehicular access from Waunfawr Road which would be metalled for up to 50m from the entrance with an internal access road (hard core finish) along the haul route to provide access to the former Brickworks site. No changes in land levels along the haul route are proposed. A pedestrian footpath would be provided along the western side of the new vehicular access road into the site to provide a safe means of access for pedestrians. An uncontrolled dropped crossing is proposed across the access road near Waunfawr Road.
- 1.15 A 3m footway/cycleway is proposed along part of Waunfawr Road each side of the new access leading to a 2.5m wide footway/cycleway which would run under the bridge which forms part of the Caernarfon to Bontnewydd bypass.
- 1.16 A visibility splay of 4.5m x 70m in each direction would be provided at the new access from Waunfawr Road. Improvements and alterations are also proposed to Waunfawr Road near the new vehicular access which would involve widening Waunfawr Road to provide a right-hand turn lane (ghost island) for vehicles travelling from Caernarfon.
- 1.17 A new access to serve the neighbouring property of Plas Treflan is proposed from the internal access road and the existing access to Plas Treflan from Waunfawr Road would no longer be used and would be stopped up.

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- 1.18 The proposed new access would serve to remove three existing access points; a previous agricultural access where the new access is proposed, vehicular access to Plas Treflan and the access to Seiont Quarry from Waunfawr Road. It would also be used for a maintenance access to the Caernarfon bypass.
- 1.19 The existing vehicular access from Seiont Mill Road would continue to be used. All light vehicles would utilise Seiont Mill Road access, along with some HGV's if travelling from the A487. The majority of HGV's are expected to utilise the proposed new access from Waunfawr Road.
- 1.20 Access to the site would therefore be shared between two access points; Seiont Mill Road and access from Waunfawr Road.
- 1.21 A wheel wash would be provided near the site entrance onto Waunfawr Road to ensure that no mud or debris would be transported on the highway. Seiont Mill Road is already a metalled to the former brickworks factory site.

Landscaping

- 1.22 New boundary walling is proposed along the proposed new access road from Waunfawr Road. No other landscaping is proposed.

Planning policy

- 1.23 The National Waste Strategy Towards Zero Waste – One Wales: One Planet 2009 provides an overarching framework for the management of all types of waste, with the overall aim of reducing residual waste to zero by 2050. It is supported by a series of sector plans which details how the outcomes, targets and Policies in Towards Zero Waste are to be implemented.
- 1.24 Planning Policy Wales and Technical Advice Note (TAN 21) set a framework for facilitating the delivery of sustainable waste management infrastructure through the planning process.
- 1.25 TAN 21 advises that when “considering development proposals for all types of waste management facilities, planning authorities should take into account their potential contribution to the objectives, principles and strategic waste assessments set out in Towards Zero Waste and the relevant waste sector plans and the relevant development plan for the area. The extent to which a proposal demonstrates this contribution, in

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environmental, economic and social terms, will be a material planning consideration. The aim is to ensure that the right facilities are located in the right place to meet environmental, economic and social needs. At both a strategic and site level this means accepting that waste will need to be managed in all areas of Wales, that economic considerations relating to demand and viability may affect what management options can be acceptably brought forward in an area, that transportation considerations may affect whether a proposed location is suitable and that all proposals must be environmentally acceptable.

- 1.26 The Waste Hierarchy as set out in TAN 21 advises that where it is not possible to reuse materials and products or prepare them for reuse, recycling should be encouraged as it can reduce demand for resources and reduce atmospheric emissions.
- 1.27 The adopted development plan consists of Anglesey and Gwynedd Joint Local Development Plan (JLDP), which was adopted in July 2017.
- 1.28 Strategic Policy PS 21: Waste Management states:

The Councils will seek to ensure an adequate availability of land in appropriate locations for an integrated network of waste facilities to meet regional and local obligations in accordance with the requirements of the current relevant national/regional policy/guidance. The sites and types of facilities chosen will promote a sustainable approach to waste management based on the waste hierarchy of prevention and reuse, preparation for reuse, recycling, other recovery and then disposal whilst taking into consideration the unique character of the area including the transport links and rural nature.

- 1.29 Policy GWA 1: Provision of Waste Management and Recycling Infrastructure goes on to advise that land and property listed in the policy are allocated for the provision of infrastructure that could sustain or add to the range of suitable waste management facilities. The application site is not identified on the list.
- 1.30 The policy goes on to advise that in addition to the allocated sites, “*waste management and recycling infrastructure, excluding landfill and open windrow composting, may be acceptable on existing industrial estates, quarries and brownfield sites. Proposals for waste management and recycling infrastructure (which are not proposed on the above allocated sites) will be assessed on their own merit provided that there is a justifiable need for the development. The justifiable need should refer to the local need as*

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specified within the Municipal Sector Plan and Collections Infrastructure and Markets Sector Plan (CIMSP).

Any new development must be suitable in terms of size and scale and must not have an adverse impact upon the landscape, the natural environment or the amenity and health of the local population. All new proposals for Waste Management facilities should be accompanied by a Waste Planning Assessment (as defined by Annex B of TAN 21, Waste)."

- 1.31 The proposal seeks to utilise the application site for a temporary period of up to five years for the siting of a concrete batching plant and recycling facility. Planning permission C17/0011/19/MW has granted permission for concrete batching facility at the site. The site of the former brickworks is considered to be previously developed land and this proposal would enable the continued use of the site for this purpose for a further five years. It would allow the existing facility to diversify and expand to export finished materials and products to the local market.
- 1.32 The application site is a windfall site that has become available and could be delivered immediately following the completion of the Caernarfon to Bontnewydd bypass. The proposed use is only sought on a temporary basis for five years after which the site could be restored. The proposed use comprises a general storage area (B8 use class), a concrete batching area, plant maintenance area and a recycling area.
- 1.33 Planning permission C17/0011/19/MW approved a restoration scheme for the site, which involved the infilling of the quarry void with imported material from the construction of the Caernarfon to Bontnewydd bypass. However, there was insufficient material from the construction of the bypass to enable the quarry void to be filled. Condition 8 of permission C17/0011/19/MW requires a detailed scheme of restoration and aftercare to be submitted for the site within three years from the date of commencement. The applicant is in discussions with the Mineral Planning Authority regarding the submission of a restoration scheme. Given that the use proposed would be for a temporary period of up to five years, the site would then be restored in accordance with the restoration scheme to be submitted and approved as part of condition 8 of planning permission C17/0011/19/MW.
- 1.34 Caernarfon is identified as an Urban Service Centre in the JLDP and the application lies outside but in close proximity to the development boundary. It is recognised that Urban Service Centres provide a good range of employment, facilities and services that

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serve their own population as well as their wider catchment areas. Indeed, the upcoming national guidance “Future Wales; The National Plan: National Development Framework” identifies Caernarfon as a Regional Growth Area, and states that these areas should be recognised “...as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth”.

- 1.35 It is evident from the above that Caernarfon is a highly sustainable settlement and the site’s location close to the development boundary would constitute sustainable development in line with the Plan’s Spatial Strategy.
- 1.36 The need for the finished material that would be produced has been identified in the market by the applicant, and the proposal for the temporary use for five years would enable the applicant to meet an identified current demand in the short term. The proposal would continue to provide employment opportunities in Caernarfon and would also support indirect jobs in the local economy.

2. Environmental Impact Assessment Regulations

Application of Regulations

2.1 It is proposed that the development sits within the following paragraph of Schedule 2 of The Town & Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017, defined development.

- Paragraph 11, section (b) installations for the disposal of waste where the following thresholds apply
 - ii) where the area of development exceeds 0.5 ha; and
 - iii) the installation is to be sited within 100m of any controlled waters.

2.2 The application site would extend to a total area of 6.97ha, however the area where the concrete batching plant and recycling facility would be provided would extend to 0.27ha and 0.58ha respectively. The proposal would be within 60m of the Afon Seiont at its closest point.

2.3 Annex A of Circular 11/99, paragraph A.36 advises that

“The likelihood of significant effects will generally depend on the scale of development and the nature of the potential impact in terms of discharges, emissions or odour. For installations (including landfill sites) for the deposit, recovery and/or disposal of household, industrial and/or commercial wastes... EIA is more likely to be required where new capacity is created to hold more than 50,000 tonnes per year, or to hold waste on a site of 10 hectares or more...sites seeking only to accept inert wastes (demolition rubble etc), are unlikely to require EIA”.

2.4 The development would see the handling of up to 120,000 tonnes per year which is above the 50,000 tonnes per year referred to in paragraph A.36, however, the proposal would only seek to accept inert waste (soils and construction and demolition material).

3. Potential environmental effects

3.1 Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 set out a selection criteria that may be used to determine whether a project that meets or exceeds the applicable threshold in Schedule 2 requires an EIA. Please see Table 3.1.

Table 3.1 Applicant's response Schedule 3 selection criteria

	Schedule 3 selection criteria	Response
1.	<p>Characteristics of development</p> <p>The characteristics of development must be considered having regard, in particular, to—</p>	
	<p>a) the size and design of the development;</p>	<p>The application site would extend to a total area of 6.97ha including:</p> <ul style="list-style-type: none"> • 0.27ha - Concrete batching plant • 0.58ha – recycling facility • 0.5ha – plant maintenance and storage • 0.5ha – general storage <p>In terms of volumes:</p> <ul style="list-style-type: none"> • Material brought in for recycling – assume 100,000 tonnes per annum • Material taken out after recycling – assume 100,000 tonnes per annum • Aggregate brought in for production of concrete – assume 18,000 tonnes per annum • Cement brought in for production of concrete – assume 3,000 tonnes per annum • Concrete for use – assume a volume of 10,000m³ per annum,

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b)	the cumulation with other existing development and/or approved development;	The development is proposed for a temporary period of up to five years following the completion of the Caernarfon to Bontnewydd bypass.
c)	the use of natural resources, in particular land, soil, water and biodiversity;	Soil and construction and demolition waste would be imported for recycling. Cement would be imported for the processing of materials.
d)	the production of waste;	Facility would manage waste arising from construction and demolition.
e)	pollution and nuisances;	<p>Due to the proximity of Afon Seiont, the Natural Resources Wales Development Advice Maps (DAM) identify that the north-western extent of the site and the quarry void fall within a C2 flood risk area – an area which is at flood risk, without significant infrastructure defence. The remainder of the site is within flood zone A, which is at little risk of flooding.</p> <p>Fluvial flooding from the Afon Seiont is the main potential source of flood risk at this site. The site is shown to be flood free during all events up to and including the 1% AEP plus 30% climate change event. Shallow depth flooding (less than 260mm) is estimated in the northern extent of the site (the C2 flood risk area) during the 0.1% AEP event with a maximum flood level of 14.19m AOD.</p> <p>Offices proposed to connect to Welsh Water sewer for a temporary period.</p> <p>Open air operations which could generate noise and dust from the processing of materials and transportation to and from the site.</p>
f)	the risk of major accidents and/or disasters relevant to the development concerned, including those caused by	Application site partially includes a C2 flood risk area as explained above.

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		climate change, in accordance with scientific knowledge;	
	g)	the risks to human health (for example due to water contamination or air pollution).	Potential for noise and dust which could affect air quality as a result of vehicles movements to and from the site.
2.	Location of development		
	The environmental sensitivity of geographical areas likely to be affected by development must be considered, having regard, in particular, to—		
	a)	the existing and approved land use;	The area is substantially the site of the former Seiont brickworks which comprised a brick clay quarry and brick production factory. The factory area is currently used as a temporary compound in connection with the Caernarfon to Bontnewydd bypass construction project under planning permission C17/0011/19/MW. This area contains offices, mobile concrete batching facilities, heavy plant workshop facilities, materials storage areas and associated car parking. The site would be restored in accordance with a detailed scheme to be submitted and approved by the LPA.
	b)	the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	No unique features within the site which would be lost or significantly effected by the development. No changes to land levels proposed. No change to visual impact as most all elements except the access track and new access from Waunfawr Road are already present on site.
	c)	the absorption capacity of the natural environment, paying particular attention to the following areas—	
		(i) wetlands, riparian areas, river mouths;	Yes – site partly within C2 flood risk area.

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			There are a range of statutory and non-statutory nature conservation sites within a distance of 5km. Chapter 9 of the Environmental Statement that accompanied planning application C17/0011/19/MW identified that bats use a roost on the fringes of the scheme and otter use the river corridor, while a range of bird species use the site and setting.
		(ii) coastal zones and the marine environment;	N/A
		(iii) mountain and forest areas;	N/A
		(iv) nature reserves and parks;	N/A
		(v) European sites and other areas classified or protected under national legislation;	<p>Afon Seiont within 60m at its closest point which is a SSSI.</p> <p>There are three international sites within 5km of the application site, with a further one just over 5km away:</p> <ul style="list-style-type: none"> • Menai Strait and Conwy Bay Special Area of Conservation (SAC) (around 1.5km to the north-west) • Abermenai to Aberffraw Dunes SAC (around 4.5km to the west) • Glannau Mon: Cors Heli SAC (around 4.5km to the west) • Glynllifon SAC (around 5km to the south).
		(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in [E1retained EU law] and relevant to the project, or in which it is considered there is such a failure;	N/A

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	(vii)	densely populated areas;	Afon Seiont runs along part of the western boundary of the application site beyond which lies Ysbyty Eryri and the residential estates of Tyddyn Llwydyn and Glan Seiont. Residential properties are located along Seiont Mill Road.
	(viii)	landscapes and sites of historical, cultural or archaeological significance.	No. Caernarfon World Heritage Site around 1.4km to the north-west.
3.	Types and characteristics of the potential impact		
	The likely significant effects of the development on the environment must be considered in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—		
	a)	the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	See below.
	b)	the nature of the impact;	See below.
	c)	the transboundary nature of the impact;	See below.
	d)	the intensity and complexity of the impact;	See below.
	e)	the probability of the impact;	See below.
	f)	the expected onset, duration, frequency and reversibility of the impact;	See below.

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	g)	the cumulation of the impact with the impact of other existing and/or approved development;	See below.
	h)	the possibility of effectively reducing the impact.	See below.

Traffic and transportation

- 3.2 At present, access to the site is available along Seiont Mill Road and along a haul route from Waunfawr Road approved as part of the use of the site as a temporary compound in connection with the Caernarfon to Bontnewydd bypass.
- 3.3 The proposal includes the creation of a new permanent vehicular access from Waunfawr Road which would serve the temporary use of the site once constructed, along with the continued use of Seiont Mill Road. The existing haul route across the land would be formalised with hardstanding to provide an internal access road.
- 3.4 A 3m footway/cycleway is proposed along part of Waunfawr Road each side of the new access leading to a 2.5m wide footway/cycleway which would run under the bridge which forms part of the Caernarfon to Bontnewydd bypass.
- 3.5 A visibility splay of 4.5m x 70m in each direction would be provided at the new access from Waunfawr Road. Improvements and alterations are also proposed to Waunfawr Road near the new vehicular access which would involve widening Waunfawr Road to provide a right-hand turn lane (ghost island) for vehicles travelling from Caernarfon.
- 3.6 A new access to serve the neighbouring property of Plas Treflan is proposed from the internal access road and the existing access to Plas Treflan from Waunfawr Road would no longer be used and would be stopped up.
- 3.7 The proposed new access from Waunfawr Road would serve to remove three existing access points; a previous agricultural access where the new access is proposed, vehicular access to Plas Treflan and the access to Seiont Quarry. The existing vehicular access from Seiont Mill Road would continue to be used for light vehicles, however, access to the site would now be shared between two access points; Seiont Mill Road and access from Waunfawr Road.
- 3.8 All light vehicles would utilise Seiont Mill Road access. It is expected that there would be between 10-15 personnel on site at any one time, in comparison with around 300 on site during the construction of the bypass. Therefore, there would be a significantly lower number of light vehicle movements utilising the Seiont Mill Road access in comparison with the period when the bypass was being constructed.

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- 3.9 HGV's travelling to the site from the A487 would also utilise Seiont Mill Road, however, the majority of HGV's are expected to utilise the proposed new access from Waunfawr Road. The number of HGV movements along Seiont Mill Road is not expected to be any greater than the number experienced during the use of the site in association with the construction of the bypass.
- 3.10 The expected number of traffic movements associated with the proposed development based on the applicant's expectations are set out below:
- Material brought in for recycling – assume 100,000 tonnes per annum, which would equate to 5,000 loads at 20t per load;
 - Material taken out after recycling – assume 100,000 tonnes per annum, which would equate to 5,000 loads at 20t per load;
 - Aggregate brought in for production of concrete – assume 18,000 tonnes per annum, which would equate to 600 loads at 30t per load;
 - Cement brought in for production of concrete – assume 3,000 tonnes per annum, which would equate to 100 loads at 30t per load;
 - Concrete for use – assume a volume of 10,000m³ per annum, which would equate to 1,667 loads at 6m³ per load;
 - Workshop – assuming 10 loads per day, which would generate 2,780 loads.
- 3.11 This totals 15,147 loads or 30,293 goods vehicle movements (worst case assumes no 'back-loads' occur. Wherever possible, vehicles would carry a load on their return trips to reduce the numbers shown here). If evenly distributed through the year the number would be:
- 46 Weeks per year 659 movements per week
 - 5.5 Days per week 120 movements per day
 - 10 Hours per day 12 movements per hour
- 3.12 A comparison between the previous vehicles movements associated with the site (whilst used in connection with the Caernarfon to Bontnewydd bypass) in comparison to the expected vehicle movements is set out in Table 3.2.

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Table 3.2 Comparison between existing and proposed vehicle movements at the site

Assumptions	Existing vehicle movements (in connection to use of site in relation to Caernarfon to Bontnewydd bypass)	Expected vehicles movements associated with proposed development
Total movements per annum	56,450 movements per annum	30,293 movements per annum
46 Weeks per year	1,227 movements per week	659 movements per week
5.5 Days per week	223 movements per day	120 movements per day
10 Hours per day	22 movements per hour	12 movements per hour

- 3.13 These movements would be between both points of access to the site, but acknowledging that the majority of HGV's would utilise the access from Waunfawr Road.
- 3.14 Depending on the source of material, the delivery lorries would use routes towards Caeathro roundabout and then use the A4085 to reach the proposed new site entrance and turn off the public roads. From the entrance they would travel into the quarry, observing the speed limits and other controls set by the quarry operator.
- 3.15 The likely environmental effects of this operation have been assessed using methods contained in national guidance previously used for the original Environmental Statement and for similar documents for the bypass project. The findings of the assessment are:
- That the amount of traffic generated by the proposed import of materials is not enough to have any significant effect on local air quality (e.g. from exhaust emissions);
 - The noise from lorry traffic bringing in the materials on roads near the site would increase only marginally and this effect would not be significant;
 - The lorries would not create a noticeable increase in vibration;

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- Mud and other material on the public road would be prevented by the controls within the quarry route and, if necessary, by road sweepers;
- The lorries would not increase congestion or have an effect on road safety, but if the road is obstructed by parked vehicles then congestion could occur;
- The number of lorries would not be high enough to make crossing the A4085 more difficult, but could make use of the narrow footways slightly more unpleasant.

Waste

- 3.16 The proposal includes a recycling facility extending to 5,800sqm together with associated processes of screening and crushing. Materials that would be recycled on site would comprise surplus excavated soils and construction and demolition waste. The proposal assumes a throughput of 100,000 tonnes per annum, derived from projects undertaken by the applicant and by others.
- 3.17 A Waste Planning Assessment, in accordance with Annex B of TAN 21 (Waste) would be submitted with the planning application to address the need for the proposed facility and to demonstrate that it offers a sustainable waste management option, taking into account the waste hierarchy, lifecycle assessment and the proximity principle.

Landscape and visual impact

- 3.18 The proposed development would not change the landform of the application site in comparison to the existing use of the site in connection with the construction of the bypass. However, the internal haul route would be formalised with a hardcore surface. Images from nearby viewpoints could be included in an application to demonstrate the existing operations as an indicative of the temporary situation proposed as part of the application.
- 3.19 The proposed activities would lead to some delay of part of the restoration of the wider quarry site as required by planning permission C17/0011/19/MW. The restoration plan for the site is yet to be submitted and agreed with the LPA, and the earliest that such a scheme could be submitted, would be 14 November 2022. Discussions with the LPA regarding the restoration proposals are on-going. Whilst the proposal would delay the restoration of this part of the site in the short-term, the proposal does not change the existing visual impact, which would continue for a period of five years as part of this proposal.

General amenity

Air quality

- 3.20 The principal guidance for the environmental assessment of road transport projects is the Design Manual for Roads and Bridges (DMRB) published by Highways England on behalf of the national transport organisations including Welsh Government. LA105 – Air quality (Rev 0 Nov 2019) deals with the assessment of air quality effects and aligns with Directive 2011/92/EU as amended by 2014/52/EU.
- 3.21 Section 2 of LA105 covers the method for assessing air quality impacts. It begins with a set of scoping criteria which shall be used to determine whether the air quality impacts of a project can be scoped out or require an assessment, and is based on the changes between the ‘do something’ traffic (with the project) and the ‘do minimum’ traffic (without the project) in the opening year ie when the proposed activity commences. The criteria are:
- 1) annual average daily traffic (AADT) $\geq 1,000$; or
 - 2) heavy duty vehicle (HDV) AADT ≥ 200 ; or
 - 3) a change in speed band; or
 - 4) a change in carriageway alignment by $\geq 5m$.
- 3.22 The proposed importation of materials involve a maximum of 330 loads per week as an average over the year, assuming the smallest capacity of vehicle. This is 659 vehicle movements per week or 120 per weekday, only 60% of the threshold value for HDV movements (criterion 2) given in LA105. There would be no change in AADT for other traffic; no change in the speed band; and no change in the carriageway alignment (criteria 1, 3 and 4).
- 3.23 The scale of traffic generated by the proposed importation of materials via the public road network is substantially lower than the threshold at which air quality effects need to be considered further. Significant effects on air quality can be ruled out.

Noise and vibration

- 3.24 Noise arising from the current concrete batching and materials recycling activities at the site was considered in detail in the Environmental Statement submitted with planning application C17/0011/19/MW. The proposal is to continue those activities in the same location, and so no change in noise arising from those activities is anticipated.

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No noise complaints have been received during the use of the site in connection with the Caernarfon to Bontnewydd Bypass. The total vehicle movements per annum would be substantially lower than the vehicles movements associated with the use of the site in connection with the Caernarfon to Bontnewydd bypass (see Table 3.2).

- 3.25 The proposals would generate HGV traffic on the A4085 between Caeathro roundabout and the site entrance as set out in section 3.8 – 3.12. DMRB LA111 Noise and Vibration Rev 2 (May 2020) sets out requirements for assessing and reporting the effects of highways noise and vibration from construction, operation and maintenance projects. The basic noise level arising from the addition of 120 HGV movements (60 loads) per day to the annual average daily traffic would cause an increase of approximately 1.1dB(A) in the noise source. An increase of 180 HGV movements per day, representing a busy period, would add approximately 1.7dB(A) to the noise source for short periods and bring a corresponding reduction in movements at other times. As the proposed additional operations do not involve any physical changes to the road links involved, nor changes to the attenuation (distance, other physical factors) between the noise source and the receptors, it is appropriate to consider changes in the noise source as the worst case change that could occur at receptor locations.
- 3.26 By reference to DMRB LA111, the addition of up to 120 HGV movements (60 loads) per day to the existing traffic between Caeathro roundabout and the site entrance would create a 'Minor' increase in noise at the source, at the low end of the 'Minor' magnitude category. If the frequency of movements were to be higher for short periods then the increase in noise at the source would be towards the middle of that category. DMRB LA111 goes on to state that 'Where the magnitude of change in the short term is 'negligible' at noise sensitive buildings, it shall be concluded that the noise change will not cause changes to behaviour or response to noise and as such, will not give rise to a likely significant effect.' A 'minor' magnitude of change is also classed as a 'Not significant' effect unless local circumstances set out in Table 3.60 of LA111 apply.
- 3.27 The proposal is not therefore likely to have a significant noise or vibration effect on receptors.

Ecology and biodiversity

- 3.28 There are a range of statutory and non-statutory nature conservation sites within a distance of 5km. Chapter 9 of the Environmental Statement that accompanied planning application C17/0011/19/MW identified that bats use a roost on the fringes of the

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scheme and otter use the river corridor, while a range of bird species use the site and setting.

- 3.29 The proposed activities would be confined to the former brickworks site currently in use under planning permission C17/0011/19/MW, and to the use of the proposed access which is currently in use as a haul route associated with the construction of the bypass. The materials to be imported and recycled are the same in nature to those currently processed from the bypass site. Controls on noise, dust and other emissions to air, the prevention of pollution and the drainage of surface water would all continue to apply. There is therefore no reason for any significant impact on ecology and biodiversity.
- 3.30 A separate Habitat Regulations Assessment will be carried out in accordance with the regulations, as there are 'Natura 2000' sites within 5km. The conclusions of this assessment are anticipated to be that Likely Significant Effects can be ruled out, the same as the conclusion reached for the application C17/0011/19/MW, due to the nature of the proposed activities and the distance to the features of these sites.
- 3.31 The proposed activities would not extend to the zone designated as a Regionally Important Geological Site and would have no effect on it.

Drainage and the water environment

- 3.32 Due to the proximity of Afon Seiont, the Natural Resources Wales Development Advice Maps (DAM) identify that the north-western extent of the site and the quarry void fall within a C2 flood risk area – an area which is at flood risk, without significant infrastructure defence. The remainder of the site is within flood zone A, which is at little risk of flooding.
- 3.33 Fluvial flooding from the Afon Seiont is the main potential source of flood risk at this site. The site is shown to be flood free during all events up to and including the 1% AEP plus 30% climate change event. Shallow depth flooding (less than 260mm) is estimated in the northern extent of the site (the C2 flood risk area) during the 0.1% AEP event with a maximum flood level of 14.19m AOD.
- 3.34 The proposed recycling facility will accommodate soil, construction and demolition waste and as such is classified as a waste disposal site, a classification considered to be 'highly vulnerable' development in accordance with Figure 2 of the Welsh Government's Technical Advice Note 15 – Development and Flood Risk (TAN15).

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- 3.35 The proposed recycling facility will be located in the higher southern extent of the site and outside of the 0.1% annual probability flood extent (i.e within Flood Zone A).
- 3.36 The remaining elements of the development are considered to be 'less vulnerable' development in accordance with Figure 2 of the Welsh Government's Technical Advice Note 15 – Development and Flood Risk (TAN15).
- 3.37 TAN15 states that less vulnerable development can be considered in Flood Zone C2 subject to the application of the TAN15 Justification Test and satisfying specific TAN15 acceptability criteria. The specific TAN15 'acceptability criteria' are assessed in the Flood Consequence Assessment (FCA).
- 3.38 The proposed external storage area is shown to be within the 0.1% AEP flood extent. The flood depths and velocities are within the tolerable flooding limits set out by A1.15 of TAN15.
- 3.39 The proposed site access road is flood free during all considered events. Waunfawr Road which provides access to the site is also shown to be flood free.
- 3.40 No ground raising is proposed within the flood extent. The development will therefore not remove flood storage space from the floodplain and will not increase flood risk elsewhere.
- 3.41 Consultation has been on-going with Natural Resources Wales in relation to flood risk and a FCA has been prepared.
- 3.42 It is proposed for foul drainage to connect to Welsh Water's main sewer for a temporary period of up to five years.

Site ground conditions and contamination

- 3.43 Consultation with NRW has raised that given the historic uses of the site, contamination may be present. A Site Condition Report and Ground Contamination Investigation and Risk Assessment by e-geo solutions, Report reference E0756.SCRGCRA.R1, January 2016 has been completed and shared with NRW who has advised that the following conditions are included on any planning permission granted:
- 3.44 Condition 1 - If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy

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detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

- 3.45 Justification: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks. A site investigation may not uncover all instances of contamination and this condition ensures that contamination encountered during the development phase is dealt with appropriately.
- 3.46 Condition 2 - No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
- 3.47 Justification: To prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.
- 3.48 Consultation with NRW has also raised the need for any facility requiring a car park of over 50 vehicles would also require an oil interceptor installation in order to protect the sensitive receptor of the Afon Seiont and the sensitivity of groundwater. The proposed development would not provide more than 50 car parking spaces for vehicles.

4. Conclusion

- 4.1 In considering the EIA Regulations and the likely environmental effects of the proposed development set out in this request for EIA Screening Opinion, it is suggested that the proposed development can be screened as development not requiring the submission of an Environmental Statement.
- 4.2 The planning application would be accompanied by a suite of non-EIA reports to include:
- Flood Consequence Assessment
 - Ground Contamination Assessment
 - Note in relation to noise and vibration
 - Note in relation to biodiversity
 - Note in relation to transport movements
 - Waste Planning Assessment.

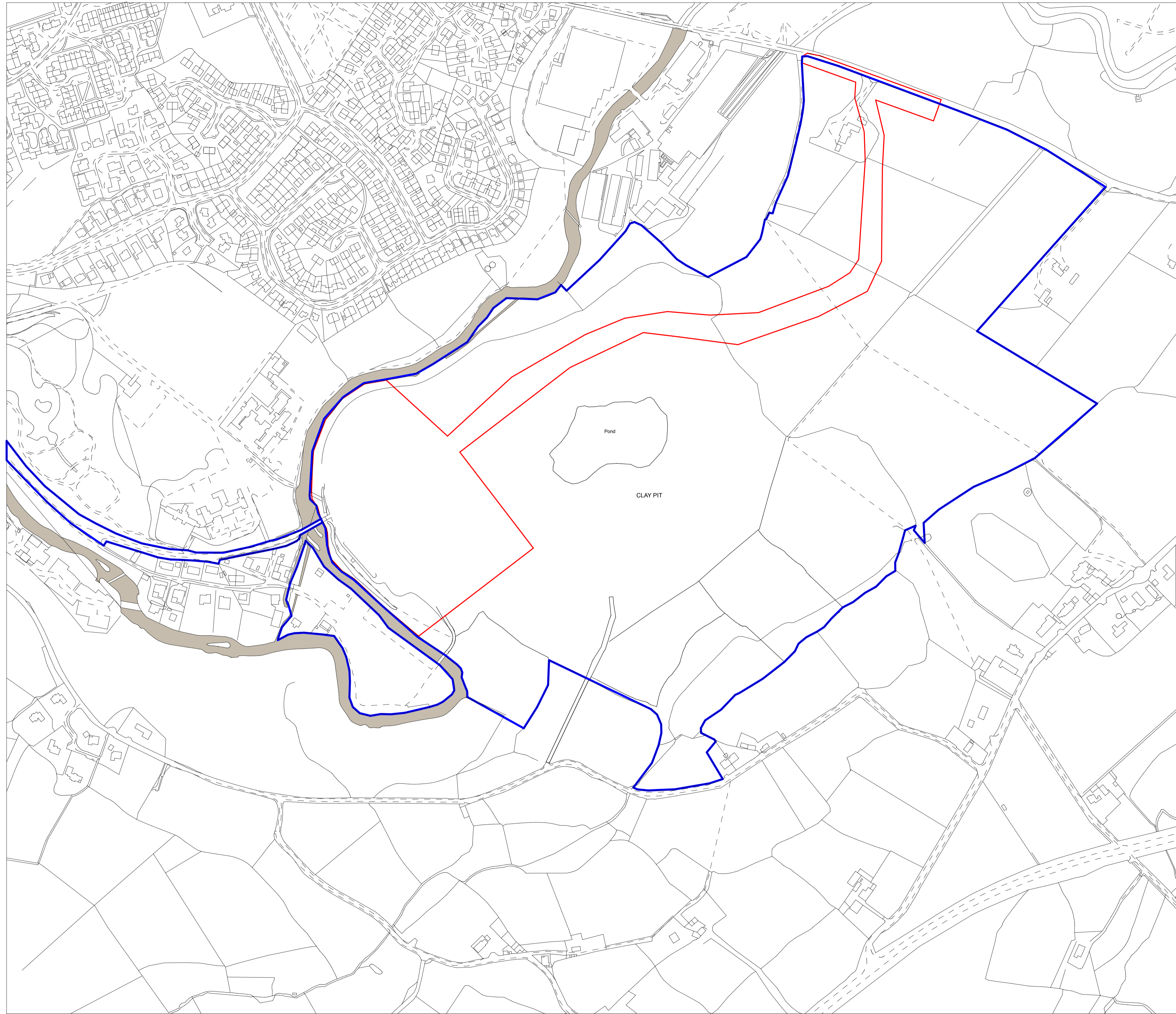
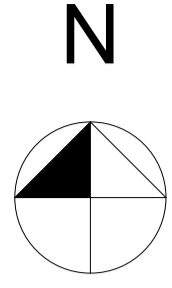
CADNANT

PLANNING

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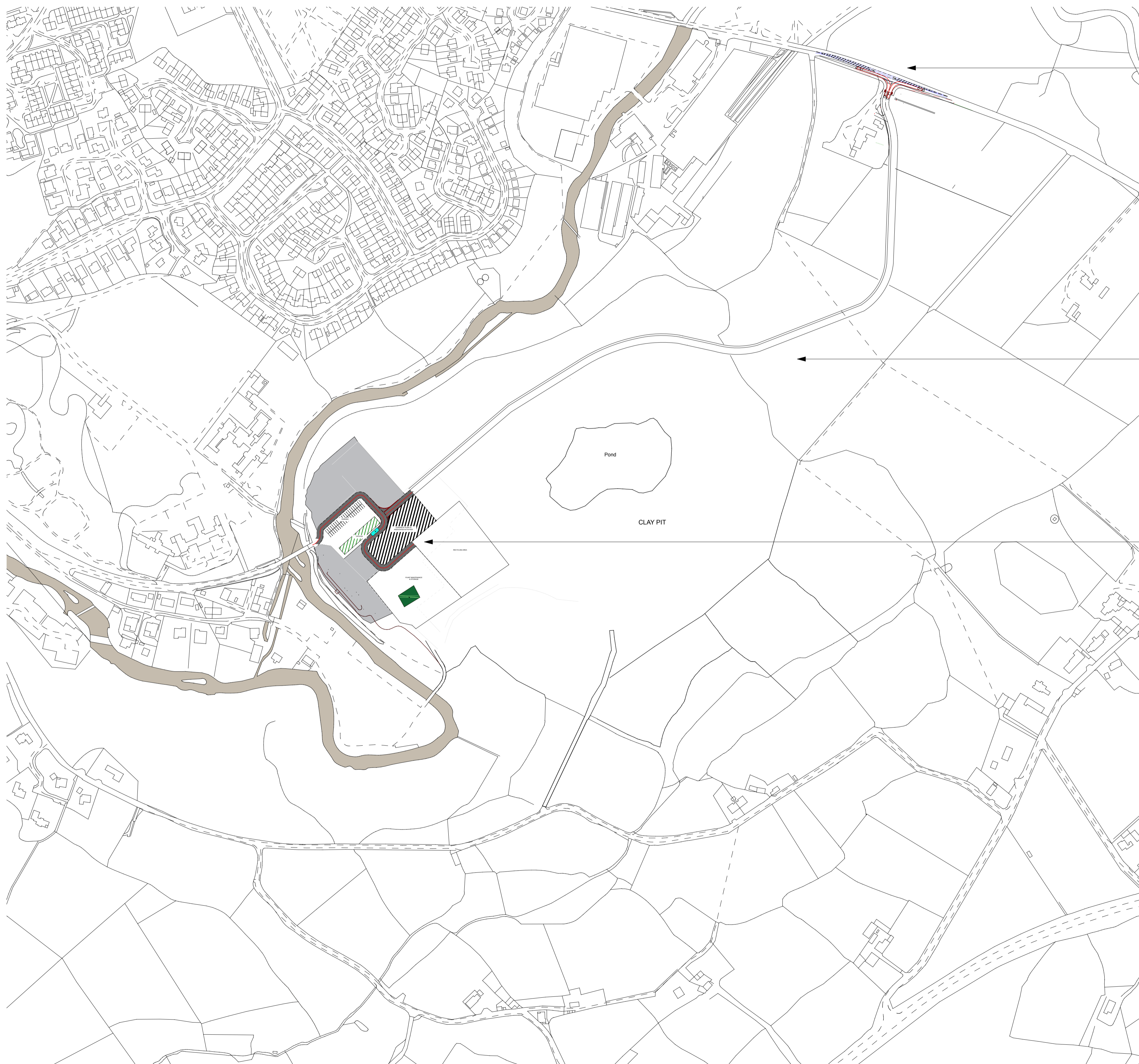
Proposed temporary storage

**Seiont Quarry
Caernarfon, Gwynedd**

Site Location

Jones Bros			
project	drawing status	date	
PN324	Preliminary	15/11/2021	
originator	scale @ A1	number	rev
PJ	1:2500	A.SITE	

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Proposed new access-
please refer to Proposed
New access drawing/
details

Access road

Proposed new site
compound- please refer
to Proposed New Site
Compound drawing/
details

Pond

CLAY PIT

1:2500

Proposed Site Layout

1

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Proposed temporary storage
Seiont Quarry
Caernarfon, Gwynedd

Proposed Site Layout

project	drawing status	date	
PN324	Preliminary	15/11/2021	
originator	scale @ A1	number	rev
PJ	1:2500	A.02.03	

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Business Management System			
Reference: BP-f-012	Rev: V1.1	Issue: December 2021	Authorised: Ellis Ashton

Appendix B – Cyngor Gwynedd EIA Screening Opinion C22/0314/19/SC

Andrew Farrow
Director of Environment
Cyfarwyddwr yr Amgylchedd



Miss Sioned Edwards
Cadnant Planning,
20, Connaught House,
Benarth Road,
Conwy,
LL32 8UB

Your Ref / Eich Cyf: N/A

Our Ref / Ein Cyf: C22/0314/19/SC

Date / Dyddiad: 19/05/2022

Ask for / Gofynner am: Mr Rhys Cadwaladr

Direct Dial / Rhif Union: 01766 771000

E-mail: rhyscadwaladr@gwynedd.llyw.cymru

Annwyl Miss Sioned Edwards,

Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 - Regulation 5 Screening Opinion

New vehicular access and alterations to Ffordd Waunfawr, internal access and temporary use of land for storage, retention of concrete batching plant and recycling and export of finished materials/products – Seiont Quarry, Caernarfon

Referring to your request dated the for a formal screening opinion under the under the Environmental Impact Assessment regulations for the development described above.

Under Regulation 5 and using the assessment criteria set out in Schedule 2 & 3 of the Regulations, it is concluded that the likely impact of the development on the environment **will** require the submission of an Environmental Statement. This screening opinion will be placed upon the Planning Register at the Authority's Office.

I would advise that a request for Scoping Opinion to establish the contents of the Environmental Statement is submitted prior to applying for consent.

Yn Gywir,
Rhys Cadwaladr
Uwch Swyddog Cynllunio Mwynau a Gwastraff / Senior Minerals and Waste Planning Officer

County Hall, Mold. CH7 6NF
www.flintshire.gov.uk
Neuadd y Sir, Yr Wyddgrug, CH7 6NF
www.sirfflint.gov.uk

The Council welcomes correspondence in Welsh or English
Mae'r Cyngor yn croesawy Gohebiaeth yn y Gymraeg neu'r Saesneg

**Working in Partnership with:
Welsh**



**Ar ran Gwasanaeth Cynllunio Mwynau a Gwastraff Gogledd Cymru /
On behalf of the North Wales Minerals and Waste Planning Service**

STAGE 1 – INITIAL EIA SCREENING ASSESSMENT

1		Case Details	
A	Case reference C22/0314/19/SC		
B	Applicant Cadnant Planning (on behalf of Jones Bros)		
C	Site address Seiont Brickworks, Caernarfon, LL52SX		
D	Brief description of development New vehicular access and alterations to Ffordd Waunfawr, internal access and temporary use of land for storage, retention of concrete batching plant and recycling and export of finished materials/products.		
E	Site area of development/works/new floorspace (as appropriate), i.e. m2 or hectares (Ha) The whole development site area would be 6.97ha; <ul style="list-style-type: none"> • 0.27ha allocated for concrete batching facility. • 0.5ha allocated for recycling facility. • 0.5ha plant and maintenance and storage. • 0.5ha general storage 		
F	Approval of reserved matters or conditions? If yes, state which one No		
G	If Yes, enter the description of development subject of the related planning permission N/A		
2		EIA Screening Details	
2A	Schedule 1		
	Is the project Schedule 1 development as described in Schedule 1 of the EIA Regulations?	No	
	<i>If Yes, under which description of development i.e. Nos. 1 -21? Go to Section 6 and tick Recommended Action 'EIA Required'. If No, consider whether project is 'Schedule 2' development below in part 2(B).</i>		
	N/A		
2B	Schedule 2		

(i)	Is the project listed as a description of development under Column 1 of Schedule 2 of the EIA Regulations?	Yes
	<i>If Yes, note under which description of development in Column 1 of Schedule 2 i.e. paragraphs 1-12. If No, go to Section 6 and tick Recommended Action 'EIA Not Required' as the project does not fall within the EIA Regulations i.e. it is not Schedule 2 development and is not EIA development. Complete sections 3-5.</i>	
	Schedule 2, Paragraph 10 Infrastructure Projects (a) Industrial estate development projects; The area of the development exceeds 0.5 hectare.	
(ii)	Does the project change or extend development described in paragraphs 1 to 12 of Column 1 of schedule 2, where the change or extension may have significant adverse effects on the environment?	No
	<i>If Yes, provide reasons for your answer below. Proceed to point (iii).</i>	
	N/A	
(iii)	Is the project located wholly or partly within a 'Sensitive Area' as defined by Regulation 2 of the EIA Regulations?	No
	<i>If Yes, state which area and proceed to Section 3, no need to consider thresholds/criteria. If No, proceed to point (iv) below.</i>	
	N/A	
(iv)	Are the applicable thresholds/criteria in Column 2 exceeded / met?	Yes
	<i>If Yes, note which applicable threshold/criteria and proceed to Section 3. If No, proceed to Section 6 and tick Recommended Action 'EIA Not Required' as the project does not fall within the EIA Regulations i.e. it is not Schedule 2 development and is not EIA development. Complete sections 3-5.</i>	
	Schedule 2, Paragraph 10 Infrastructure Projects (a) – site exceeds 0.5 hectare.	
3 Reserved Matters/Conditions Applications Only		
(i)	Was the original planning permission subject to EIA screening?	No (site has previously been subject of EIA screening for alternative developments)
(ii)	Was a SO/SD issued for the original planning permission?	N/A

(iii)	If Yes, is a copy of the SO/SD for the original planning permission on file?	N/A
4	Environmental Statement (ES)	
	Has the applicant/appellant supplied an ES for the current or previous (if reserved matters or conditions) application?	No (ES have been supplied for alternative developments on site)

Is a detailed screening assessment (Sections 5) required? YES – Undertake Detailed Screening Assessment

If Yes has been answered in response to either 2B(iii) or 2B(iv), undertake detailed screening assessment – Stage 2

If No has been answered for both questions, or the questions are not applicable, proceed to Section 6.

6	Options	
	Assessment	Recommended Action

Sign-off	
Officer Name	Rhys Cadwaladr
Signature	
Date	09/05/2022

STAGE 2 – DETAILED SCREENING ASSESSMENT

Screening Questions

<p>Part 1 - Questions to be considered</p>	<p>Part 2 – Provide answers to questions in Part 1 (use Yes/No/Not Know) and briefly explain reasoning. If applicable, and/or known, include name of feature and approximate proximity to site</p>	<p>Part 3 – For all ‘Yes/Not Known’ answers in Part 2, assess whether those interactions (i.e. effects) are likely to be <u>significant</u>. Provide detailed reasons for your answers here. Include in your answers a summary of advice from consultees if received. [NB. If answer in Part 2 is ‘No’ use ‘NA’ and proceed to conclusion in Part 4.]</p>	<p>Part 4 – Outline the overall conclusion reached in Part 3 i.e. Unlikely significant effect / Possible significant effect / Likely significant effect?</p>
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CRITERION 1. CHARACTERISTICS OF DEVELOPMENT

Question 1(a) Size of the Development

<p>Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?</p>	<p>Yes</p>	<p>The whole development site area would be 6.97ha;</p> <ul style="list-style-type: none"> • 0.27ha allocated for concrete batching facility. • 0.5ha allocated for recycling facility. • 0.5ha plant and maintenance and storage. • 0.5ha general storage <p>The development is for a temporary period of 5 years with the majority of the site overlapping existing planning permissions.</p> <p>The western portion of the proposal site which would include the concrete batching plant, recycling facility, plant & maintenance storage, offices/parking area are located within a C2 Flood Zone (Natural Resources Wales Development Advice Maps [DAM]). In accordance with TAN 15, the development is considered to be a ‘highly vulnerable’ and therefore, a Flood Consequences Assessment (FCA) would be required to be</p>	<p>Possible significant effect – the site lies within an existing / established quarry that is already subject to planning permissions for extraction, processing machinery, temporary and permanent haul roads, waste disposal, stocking grounds and various hard standing areas.</p> <p>The extant mineral permission has an approved restoration scheme – the 5-year development of this</p>
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submitted with any application. The Screening Request does not provide information with regards to flood mitigation. However, it notes that the proposal is not too dissimilar to what has been previously assessed.

proposal will delay the implementation of the restoration scheme.

Buildings, offices and welfare facilities are to be developed on site. This may result in Phosphate loading of the Seiont River which ultimately affects both the SSSI and SAC designations downstream.

Waste transfer and concrete batching may have significant effects upon the waterbody if implemented without mitigation. Albeit on a temporary basis.

Question 1(b) Cumulation with Other Development - Cumulative Effects

<p>Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p>	<p>Yes</p>	<p>Cumulative impact with extant mineral planning permission for Seiont Brickworks.</p> <p>The development proposed would include the importing of approximately 100,000 tonnes of material for recycling, export of 100,000 tonnes of recycled material, 18,000 tonnes of aggregate imported for concrete production, 3,000 tonnes of cement for concrete production and export of 10,000 tonnes of concrete per annum through local settlements.</p>	<p>Significant impact on highway and local amenity not previously assessed.</p>
<p>Are there any plans for future land uses on or around the location which could be affected by the project?</p>	<p>Yes</p>	<p>Final restoration of mineral permission and C17/0011/19/MW and planning permission C17/0107/19/LL.</p>	<p>Unlikely significant effect.</p>
<p>Is the Project likely to lead to trans frontier/transboundary effects?</p>	<p>No</p>	<p>It is considered highly unlikely that there would be any trans frontier (other EU State or other country) effects due to the scale, nature and location of the proposal.</p> <p>It is considered that transboundary effects would include noise/vibration, traffic, dust, waterbody.</p>	<p>Possible significant effect.</p>
<p>Question 1(c) Use of Natural Resources</p>			
<p>Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?</p>	<p>Yes</p>	<p>Construction waste and soil will be imported to the site for the purpose of recycling. Cement and aggregate will be imported for concrete production. Importing and exporting the materials will require the use of energy.</p> <p>Concrete batching is heavily reliant on natural resources – water and aggregate material. It is also highly dependent on energy use.</p> <p>Possible offset on natural resources could be</p>	<p>Possible significant effect.</p>

		developed through the recycling of aggregate material and sands from the waste transfer station.	
Question 1(d) Production of Waste			
Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	Concrete batching will produce solid waste (concrete wastes) – possible offset if percentage can be recycled at the proposed recycling facility. Significant concrete slab on site will need to be dug up as part of any restoration concept/scheme.	Possible significant effect
Question 1(e) Pollution and Nuisances			
Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	Hazardous material for concrete production. Possible hazardous / unlicensed importation of wastes to the recycling facility. Fuels, oils, lubricants for machines, plant and vehicles. Office and welfare facilities will produce sewerage. Recycling process can produce dust and fine particles (PM10, PM2.5). Potential NOx/diesel emissions attributed to HGV movements, through surrounding settlements.	Significant impact that has not previously been assessed.
Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	Potential NOx/diesel emissions attributed to HGV movements, through surrounding settlements.	Significant impact that has not previously been

		Recycling process can produce dust and fine particles (PM10, PM2.5)	assessed.
Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	The development is likely to generate noise and vibration attributed to HGV movements, recycling process, concrete production process, workshop, through surrounding settlements. Unlikely release of light, heat and radiation.	Significant impact that has not previously been assessed.
Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes	Potential NOx/diesel emissions attributed to HGV movements, through surrounding settlements. Hazardous material for concrete production. Possible hazardous / unlicensed importation of wastes to the recycling facility. Fuels, oils, lubricants for machines, plant and vehicles. Phosphate loading of Seiont tributary.	Significant impact that has not previously been assessed.
Question 1(f) Risk of accidents, having regard in particular to substances or technologies used			
Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes	Contamination risks upon the natural environment. Some risk attributed to activities on site and on haulage of materials. Site is located within C2 Flood Zone (DAM). Assessments compiled in previous ES concluded that the risk of flooding can be managed – however, the proposed development comprises of building/demolition waste recycling facility which has not been previously assessed.	Possible significant effects.
CRITERION 2. LOCATION OF DEVELOPMENT			
Question 2(a) Existing Land Use			
Will the Project result in social changes, for	No	The development will maintain local employment	Potentially positive

example, in demography, traditional lifestyles, employment?		when in operation.	benefits of the development in maintaining or increasing local employment.
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	No	There are no PRow crossing the site, only a footpath on the eastern boundary which has been the subject of a diversion order with the bypass construction project	There will be no direct effect on the PRow network, and due to the scale and any effect is unlikely to be significant.
Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	Yes, Settlement of Caernarfon and Llanbeblig, Caeathro and possibly other settlements further afield. Recent opening of Caernarfon bypass has eased congestion in surrounding area.	Possible significant effects.
Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	Temporary development – only result in postponement of final restoration.	Unlikely significant effect.
Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	Populated areas previously identified including, Seiont Mill Rd within 70m and Hendre Park within 120m of the site compound. Changes to the development proposals include road haulage on transport routes impacting on Glan Gwna Holiday Park, Llanbeblig Church (grade 1 listed building), Llanbeblig Cemetary and Ysgol yr Hendre.	Possible significant effects.
Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	Ysbyty Eryri and Bryn Seiont Dementia Care home located 50m and 500m away.	Possible significant effect.
Question 2(b) Relative Abundance, Quality and Regenerative Capacity of Natural Resources in the Area			
Are there any areas on or around the location which contain important, high quality or	Yes	No unique features within the site potentially lost or significantly affected by the development.	No significant change to that which has

<p>scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?</p>		<p>Potential landscape and visual impacts contained within a localised area. Development located 1,400m south east of the Caernarfon World Heritage Site. Haul route & proposed access point located adjacent to Glan Gwna Holiday Park off the Caeathro Road. Mineral reserve of Brick Clay sterilised by the bypass corridor across the former working face.</p>	<p>been previously assessed for the actual landfill operation.</p> <p>Significant impacts of noise, vibration and air quality attributed to concrete production process, recycling process and road haulage and potential traffic congestion.</p>
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Question 2(c) Absorption Capacity of the Natural Environment

<p>Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value (i.e. historical), which could be affected by the project?</p>	<p>No</p>	<p>No unique features within the site potentially lost or significantly affected by the development. Potential landscape and visual impacts within a localised area. The development in combination with the existing permission for the winning and working of brick clay has limited potential to impact on coastal, mountain or forestry areas. Not within a Special Landscape Area of the JLDP.</p>	<p>No significant change to that which has been previously assessed.</p>
<p>Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p>Yes</p>	<p>Afon Seiont SSSI 431m north-west & Menai Strait SAC 1,500m north-west. Protected species previously documented on this site.</p>	<p>Possible significant effect.</p>
<p>Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	<p>Yes</p>	<p>Afon Seiont SSSI 431m north-west & Menai Strait SAC 1,500m north-west. Protected species previously documented on this site.</p>	<p>Possible significant effect.</p>

Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes	Development located adjacent to the Afon Seiont and majority of site within a C2 Flood Zone.	No significant change to that which has been previously assessed.
Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No unique features within the site potentially lost or significantly affected by the development. Potential landscape and visual impacts within a localised area. The development in combination with the existing permission for the winning and working of brick clay has limited potential to impact on coastal, mountain or forestry areas. Not within a Special Landscape Area of the JLDP.	No significant impact.
Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes, visible from Caernarfon bypass, Lon Waunfawr.	Possible significant effect.
Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes	There are no Scheduled Ancient Monuments within or adjoining the site, although the site is located 1,400m south east of the Caernarfon World Heritage Site and several ancient monuments including Caernarfon Castle & Peblig Church Grade 1 Listed Buildings.	No significant change to that which has been previously assessed.
Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	Settlement of Caernarfon and Llanbeblig, Caeathro, Gallt y Sil Housing Estate, Constantine Road, Glan Gwna Holiday Park and possibly other settlements further afield.	Significant impacts of noise, vibration and air quality attributed to road haulage and potential traffic congestion.
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	N/A	No significant impact.
Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could	Yes	Areas of localised landslip identified within the quarry and assessed with the previous application and ES. Extent of landslip limited and within of low risk with no provision for public access.	No significant change to that which has been previously assessed

cause the project to present environmental problems?			
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Conclusion	
	Summary of features of project and of its location
	a Characteristics of development
(i)	<p>The proposal is for the creation of a new vehicular access and alterations to Ffordd Waunfawr, internal access and temporary use of land for storage, retention of concrete batching plant and recycling and export of finished materials/products.</p>
	b Location of development
	<p>Site is 6.97ha in area and located within the Seiont Brickworks, Caernarfon.</p> <p>The site has recently been subject of a mineral planning permission C17/0011/19/MW development proposals associated with the construction of the Caernarfon/Bontnewydd bypass including, amongst other requirements, the use of the former brickworks site as a contractor's compound, engineering works to provide haul routes with direct access onto the bypass construction project and the import of materials surplus to the requirements of the scheme to be used in works of restoration and to address land stability issues at the site.</p> <p>The site is also subject to planning permission (Reference C17/0107/19/LL) for temporary for works associated with the construction of the proposed A487 Caernarfon to Bontnewydd bypass including; Site compound and provision of a maintenance shed, office accommodation, welfare and car parking facilities, fuel store, sewage storage tank, mobile concrete batching plant, mobile asphalt batching plant and provision of a haul route.</p> <p>Access to the site is provided by an unclassified public road (Ffordd Melin Seiont) and a temporary access from Lôn Waunfawr (which would be upgraded and adapted to a permanent access as part of the proposed development).</p> <p>Immediately adjacent to the site is the river Seiont, which is subject to the following designations downstream;</p> <ul style="list-style-type: none"> • Afon Seiont SSSI 431m north-west • Menai Strait SAC 1,500m north-west • <p>Most of the site (location of the proposed recycling, concrete batching, workshop and staff/welfare facilities) are contained C2 Flood Zone (DAM).</p>

		Populated areas are located within 70m, with Ysbyty Eryri and Bryn Seiont Dementia Care home located 50m and 500m away.
	c	Characteristics of the potential impact
		<p>The site is located within an existing quarry that is not accessible to the public – however, it is visible from the newly opened Caernarfon and Bontnewydd bypass. Development would delay implementation of restoration schemes associated with existing planning permissions.</p> <p>Haulage & transport vehicles will need to access the site via the proposed new access arrangement off Lôn Waunfawr. Significant impact of transport routes on a wider geographical area, built up settlements and increased population over an extend period of time.</p> <p>Development has potential to impact sensitive receptors such as the SSSI Afon Seiont, SAC Menai Strait, nearby residential areas by way of nuisances, emissions, fugitive dust, noise/vibrations, phosphate loading of controlled waterways, spillages from hazardous materials etc. As such, transboundary impacts upon water and air quality cannot be discounted.</p> <p>In relation to the duration, frequency and reversibility of impacts, these impacts would need to be controlled through relevant planning and environmental permitting or regulations.</p>
(ii)	Is EIA required?	Yes 

Options		
Assessment	Recommended Action	✓
Schedule 1 development	Issue LPA screening opinion stating EIA Required	
Schedule 2 development – threshold exceeded/ criterion met or Sensitive Area and likely to have significant effects	Issue LPA screening opinion stating EIA Required	✓
Schedule 2 development – not likely to have significant effects on the environment	Issue LPA screening opinion stating EIA NOT Required	
Project does not fall within the EIA Regulations as either: (a) it is listed within the descriptions of development Column 1 of Schedule 2 of the EIA Regulations but does not meet relevant threshold/criterion; or (b) it does not fall within the categories of development in Column 1 of Schedule 2 of the EIA Regulations.	EIA Not Required - Issue LPA screening opinion stating either: (A) project listed within descriptions of development in Column 1 of Schedule 2 of the EIA Regs but does not meet relevant threshold/criterion; or (B) project does not fall within the categories of development in Column 1 of Schedule 2 of the EIA Regulations.	

Name and Job Title of Assessor	Rhys Cadwaladr – Senior Minerals and Waste Planning Officer
Date of Assessment	09/05/2022

Sign-off	
Name and Job Title of Countersigning Officer	Keira Ann Sweeney – Planning Manager, Cyngor Gwynedd
Comments of Countersigning Officer	None
Signature	Keira Ann Sweeney
Date	19/05/2022

Appendix C – Selection of site photographs (April 2022)



Materials recycling area



Plant workshop and maintenance area



Open storage area at rear of temporary offices



Location of new road access, Plas Treflan with bypass embankment beyond