

Wylfa Newydd Project

6.8.12 ES Volume H - Logistics Centre H12 - Combined effects

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Contents

12	Combined effects.....	1
12.1	Introduction.....	1
12.2	Scope	1
12.3	Combined effects.....	2
	<i>Human receptors in the vicinity of the Logistics Centre</i>	2
	<i>Other receptors in the vicinity of the Logistics Centre.....</i>	3

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12 Combined effects

12.1 Introduction

- 12.1.1 Combined topic effects, also known as intra-development effects, occur when a single receptor is affected in more than one way by the same development.
- 12.1.2 This combined topic effects chapter considers those receptors that would experience more than one of the minor, moderate or major residual effects identified in the preceding topic assessment chapters, and describes the predicted combined effects that would result.
- 12.1.3 Human receptors are considered first, followed by other receptors. Within those two main sections, receptors are grouped according to different types of receptors and the scale at which the effects have been assessed.
- 12.1.4 Within the section of this chapter relating to human receptors, in cases where effects would be different for residential and non-residential receptors, sub-headings are used to make this clear.
- 12.1.5 Embedded, good practice and additional mitigation measures are identified in the individual topic chapters and not in this chapter, which is based on the residual effects.
- 12.1.6 Combined topic effects may be contributed to by multiple effects reported in one topic chapter (e.g. both a noise and a vibration effect) and/or in more than one topic chapter (e.g. both a noise and an air quality effect). Where combined topic effects result from individual effects reported in different topic areas, there is no published methodology for assessing such effects and assigning a level of significance to them, and so the assessment is limited to descriptions of the effects that would combine, based on professional judgement as to which effects would combine. The potential is recognised for some people affected to perceive the combined effect to be significant. When combined topic effects result from individual effects reported within one topic, the significance criteria are as described in the relevant topic chapter.

12.2 Scope

- 12.2.1 The scope of this chapter is limited to the scope of this volume of the Environmental Statement, i.e. effects of the Logistics Centre at Parc Cybi.
- 12.2.2 All topics within this volume are scoped into the assessment of combined topic effects. However, the assessment has found that not all topics would contribute to combined topic effects. Appendix H12-1 (matrix of receptors and which topics affect them) (Application Reference Number: 6.8.28) indicates which receptors are shared by more than one topic.
- 12.2.3 In some cases, the effects reported in one topic chapter already have combined topic effects embodied within them (for example, amenity effects in the public access and recreation topic are based in part on visual and noise effects), and so they are not considered again in this chapter.

- 12.2.4 The assessment of socio-economic effects reported in chapter H3 (socio-economics) (Application Reference Number: 6.8.3) included the consideration of potential air quality, and noise and vibration effects, as well as some consideration of traffic and transport effects (although traffic-related information is reported on a project-wide basis in volume C project-wide effects, Application Reference Numbers: 6.3.1 to 6.3.7). Therefore, these topics are not considered in combination in this chapter.
- 12.2.5 The assessment of socio-economic effects reported in chapter H3 (Application Reference Number: 6.8.3) also identified the potential loss of 3.1ha Grade 3a Best and Most Versatile land on Anglesey as a result of the proposed development. Although this is also identified in the assessment of soils and geology effects in chapter H7 (soils and geology) (Application Reference Number: 6.8.7), it reflects the same impact upon the same receptor during construction and operation, and so there will be no combined topic effects.
- 12.2.6 Traffic-related effects are assessed on a project-wide basis; hence, they are excluded from the assessment of combined effects for this development in isolation.
- 12.2.7 Cumulative effects, both intra-project (resulting from the various developments that comprise the Wylfa Newydd Project) and inter-project (resulting from the Wylfa Newydd Project together with external projects) are not considered here, but are reported in volume I (cumulative effects) (Application Reference Numbers: 6.9.1 to 6.9.5).

12.3 Combined effects

Human receptors in the vicinity of the Logistics Centre

Residential receptors

Kingsland

- 12.3.1 There are likely to be combined effects on residential properties located on the south-east edge of Kingsland during the construction, operational and decommissioning stages of the Logistics Centre due to adverse effects on views in combination with increases in noise levels. Residential receptors within 600m of the Logistics Centre would experience minor adverse noise effects whilst there would be a moderate adverse effect on views on the community of Kingsland (representative viewpoints 4 and 7 in chapter H10 landscape and visual, Application Reference Number: 6.8.10) during construction and operational stages and a minor adverse effect during the decommissioning stage. It is likely that the combined effects during construction and operation may be perceived, by some people affected, to be significant.

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- 12.3.2 There are likely to be combined effects on residential properties on the north and north-east side of Penrhyn Geiriol during the construction, operational

and decommissioning stages of the Logistics Centre site, due to moderate adverse effects on views (reducing to minor adverse during decommissioning) and minor adverse noise effects. These combined effects are likely to be perceived, by some people affected, to be significant.

Other receptors in the vicinity of the Logistics Centre

Local landscape character

12.3.3 Moderate adverse landscape effects are predicted to occur on the Local Landscape Character Area during construction and operation of the Logistics Centre. Minor adverse noise effects have been predicted to occur during construction of the Logistics Centre for residential receptors within 600m of the site boundary, at properties nearest to the Logistics Centre at Kingsland and properties at the north and north-east side of Penrhyn Geiriol. These noise effects could result in an increased perception of adverse changes to local landscape character, when combined with the removal of or change to existing landscape features.

12.3.4 During decommissioning, it is anticipated that the predicted increase in noise levels associated with the dismantling works would be similar to levels experienced during the construction phase. This would result in an increased perception of adverse changes to local landscape character, when combined with the loss of or change to existing landscape features.

12.3.5 These combined effects are likely to be perceived, by some people in the area, to be a significant effect on the local landscape character during construction and operation of the Logistics Centre.

Isle of Anglesey Area of Outstanding Natural Beauty special qualities

12.3.6 There would be limited combined effects on the special qualities of the Area of Outstanding Beauty during the construction, operational and decommissioning stages as a result of:

- a minor adverse effect on expansive views (representative viewpoint 9);
- minor adverse noise effects during construction;
- a minor adverse effect on the setting of two ancient monuments; and
- a minor adverse effect resulting from the degradation and loss of subgrade and topsoil during construction.

12.3.7 Due to the localised nature of these effects, it is unlikely that the combined effect would be perceived to be significant.

Heritage assets

12.3.8 Both cultural heritage, and landscape and visual topics have assessed effects on the Trefignath Burial Chamber (Asset 21) and Ty Mawr Standing Stone, Holyhead (Asset 22); however, given the similarity of these effects, no combined topic effects have been identified.

Public Rights of Way, footpaths and permissive routes

12.3.9 Combined topic effects on users of Public Rights of Way, footpaths and permissive routes, including the Lôn Trefignath cycle path, are assessed as recreational amenity effects in the public access and recreation chapter (see chapter H4 public access and recreation, Application Reference Number: 6.8.4). As such, there are no combined topic effects (including dust, noise, vibration and visual effects) to report here.

Surface water receptors

12.3.10 There is the potential for combined topic effects to occur on the surrounding minor watercourses during the construction phase. There is potential for a minor effect on water quality as a result of any spillages of fuel from construction plant, and also potential for a minor effect on water quality as a result of high sediment loading. The high sediment loading would be a consequence of runoff from earthworks and exposed surfaces. As the effect on water quality is a risk rather than a predicted effect, it is unlikely that the combined effect would be significant.