

Non Technical Summary

Anglesey Aluminium Metal Renewables Ltd. (AAMR) is proposing a 245m extension to the Anglesey Aluminium Metal (AAM) jetty in Holyhead Harbour. The proposed jetty extension is required to provide docking area for ships carrying raw materials associated with aluminium smelting and wood chip biomass fuel for the proposed Renewable Energy Plant (REP) at the AAM Works at Penrhos, Holyhead. Capital dredging will be required for a new berth pocket adjacent to the jetty extension to facilitate the landing of biomass ships.

The proposed works are over 2km from the nearest statutorily protected international or national designated wildlife sites and are not expected to have any significant adverse effects upon them. No adverse impact is expected at any Natura 2000 site. Potential impacts on marine mammals and fish will be minimised through the use of a combination of visual and acoustic deterrents, soft start techniques and physical barriers, as well as the deployment of specialist marine ecological observers. No significant impacts are predicted for benthic communities. AAMR are committed to fully complying with the requirements of the Countryside Council for Wales (CCW), under their programme for the eradication of the invasive sea squirt (an underwater filterfeeder). This primarily involves ensuring that construction and operational craft are certified clean before entering the harbour; the scheme will not adversely affect these efforts. The provision of nesting tubes on the existing jetty and the extension will provide extra habitat for birds. Overall, with the deployment of the mitigation measures identified, the impact on ecology is expected to be moderately adverse in the short term and neutral in the long term.

Landscape, Visual, Archaeology and Cultural Heritage Impacts are expected to be slight adverse to neutral overall however a programme of geophysical surveys of the sea bed will be necessary to confirm this with respect to archaeology.

Construction Phase Acoustics and Vibration, Air Quality and Access effects are expected to be negligible with the implementation of mitigation measures as detailed in a Construction Environmental Management Plan. For Acoustics and Vibration these will include the use of Best Practice measures, careful selection of construction/demolition methods, education of personnel and control of working hours (where possible). It is also recommended that

advanced consent to undertake construction works be sought from the Local Authority in the form of a CoPA Section 61 Agreement. For Air Quality these will include Best Practice measures, the erection of fences, particularly for concrete batching, covering of stockpiles, screening of vehicles and the use of water as a dust suppressant. No significant impacts are predicted for Acoustics and Vibration or Air Quality in the construction phase. Continued communication and consultation with Marina and other Harbour users will be required to ensure access is maintained when required.

Potentially significant impacts to Navigation have been identified in both the Construction and Operational Phases. In the Construction Phase, the presence of an anchored pontoon may impede cruise liners docking at the existing jetty; the storage of construction materials on the existing jetty may also present difficulties for the simultaneous use of the jetty for cruise liners and construction activities; both of these issues are considered to be slightly adverse issues provided discussions are held between AAMR and the other jetty users to agree timings and mitigation measures to lessen these temporary impacts. In the Operational Phase, a reduction in the navigational channel to the New Harbour and Marina from the current 400m to 290m (minimum); a reduction in visibility of the New Harbour fairway; and the need for a permanent berth for the two towing tugs are also considered to be manageable slight adverse impacts.

A Dredging Impact Study on the potential impacts from sediment disturbance on commercial fishing, the foreshore and biodiversity concluded that there would be negligible impact as any contaminants in the sediment are tightly bound to it and ubiquitous and the sediment will settle quickly within the area of dredging (the new berth pocket and approach channel) and therefore significant environmental impacts are very unlikely.