



Old Colwyn Coastal Defence and Active Travel Scheme Environmental Statement

Volume 2: Technical Appendix 5 - Consultation

July 2020

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Appendix 5.1 – CCBC Consultation Responses (relating to Covid-19 methodology)

Nicola Spofforth

From: Rhiannon Hayes
Sent: 23 June 2020 07:59
To: Ho, Christy
Cc: Spofforth, Nicola J; Chan, Joe; Benjamin Poulton
Subject: RE: Old Colwyn Bay

Dear Christy,

Thank you very much for your email and I apologise for the delay in responding.

The approach detailed in your email is acceptable.

Kind regards,
Rhiannon

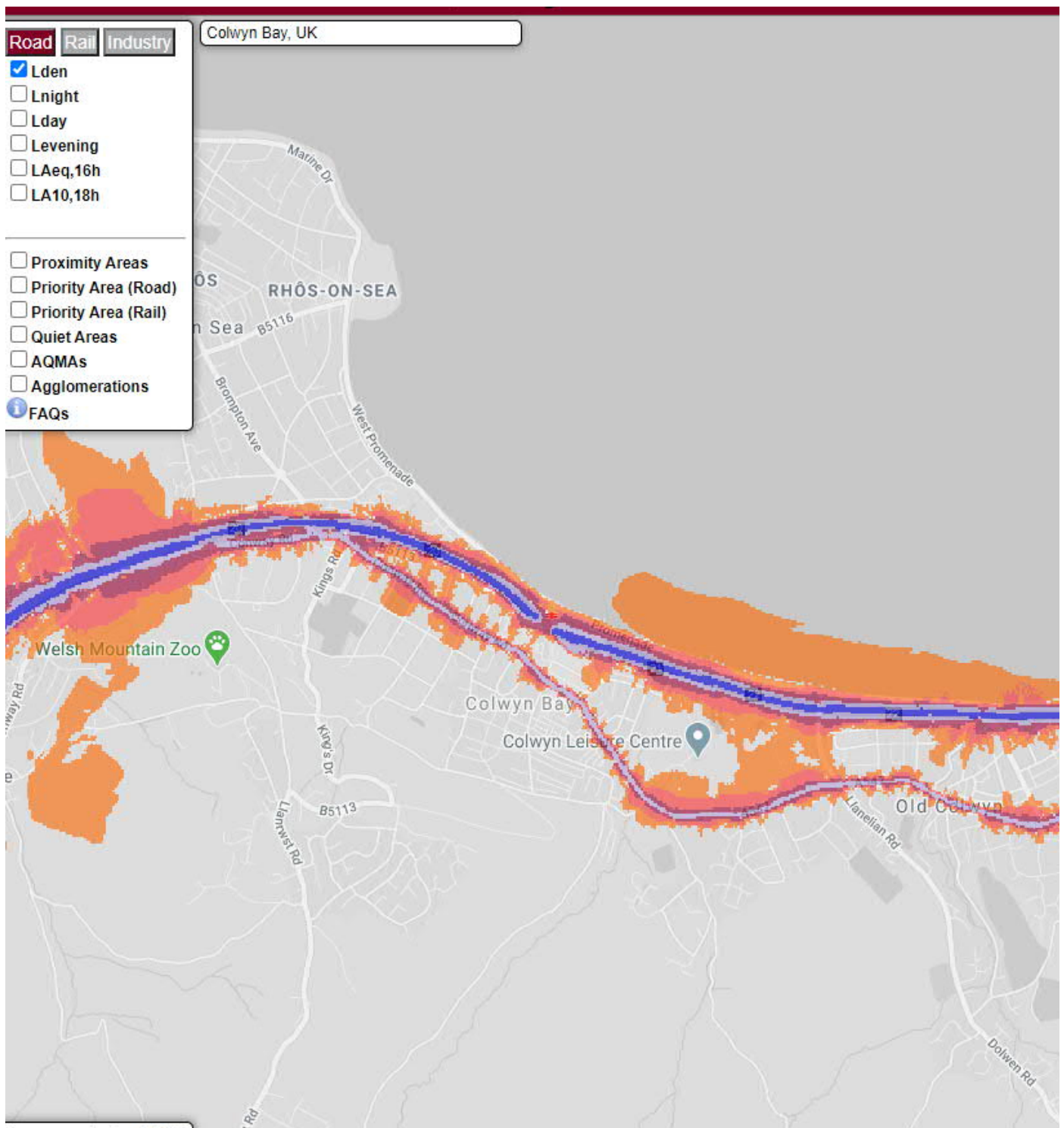
Rhiannon Hayes
Uwch Swyddog Iechyd Yr Amgylchedd (Llygredd)
Senior Environmental Health Officer (Pollution)
Gwasanaethau Rheoleiddio a Thai / Regulatory and Housing Services
Cyngor Bwrdeistref Sirol CONWY County Borough Council

From: Ho, Christy
Sent: 15 June 2020 14:03
To: Rhiannon Hayes
Cc: Spofforth, Nicola J; Chan, Joe; Benjamin Poulton
Subject: Old Colwyn Bay

Dear Rhiannon,

Hope you are well. I am the noise consultant who is responsible for the preparation of the noise and vibration chapter for the environmental statement for the Old Colwyn Bay project. Mott MacDonald has submitted the scoping report and is currently waiting for the Council to respond formally. We have been instructed to proceed the ES nonetheless. For N&V, we have suggested to scope in construction noise impact assessment only due to the potential significant adverse effects during the piling operations. In order for us to assess the construction noise impact, baseline noise data is needed. With the current Covid-19 situation, any baseline data collected in the next few months is unlikely to replicate the "typical condition" and is likely to be quieter than the typical case.

Therefore, we suggest to use the data published on the Extrium Website:
<http://extrium.co.uk/walesnoiseviewer.html> as the baseline level. Please see the screenshot below:



We propose to use the the ABC method from “BS5228 Part 1: 2009+A1: 2014 Code of practice for noise and vibration control and construction and open site” to set out the criteria to assess the potential “significant adverse impact”. Professional judgement may be used to identify the ambient noise level category based upon the Extrim data shown at the nearby receptor location. I would be grateful if can confirm whether this would be an acceptable approach.

I look forward to hearing from you.

Regards,

Christy Ho

BSc(Hons) LLM PgDip MIOA CSci MIEEnvSc
Senior Acoustic Engineer



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Nicola Spofforth

From: Simon B. Cottrill
Sent: 01 July 2020 08:43
To: Cotter, Gillian N
Cc: Poulton, Benjamin C; Spofforth, Nicola J
Subject: RE: Old Colwyn Coastal Defence and Active Travel Scheme

Good Morning Gillian,

Thank you for outlining your proposals and explaining the limitations that you have had in light of the current COVID 19 situation. I can confirm that I am in agreement with the proposed approach. Please contact me further if you require any additional information regarding the local air quality monitoring undertaken by this Department.

Regards,
Simon

Simon Cottrill MSc. Dip.IOSH

Prif Swyddog Amgylchedd / Principal Environment Officer
Gwasanaethau Rheoleiddio a Thai / Regulatory and Housing Services
Cyngor Bwrdeistref Sirol Conwy / Conwy County Borough Council

From: Cotter, Gillian N
Sent: 26 June 2020 12:22
To: Simon B. Cottrill
Cc: Poulton, Benjamin C; Spofforth, Nicola J
Subject: Old Colwyn Coastal Defence and Active Travel Scheme

Good morning Simon,

I hope you're well?

We are undertaking an air quality assessment for the EIA for Old Colwyn Coastal Defence and Active Travel Scheme, which aims to improve coastal defences between Splashpoint to Porth Eirias. This will include a new rock revetment and promenade raising, in combination with promenade improvements to facilitate active travel (cycling and walking).

Our assessment approach is as follows:

- Review of relevant legislation and policy;
- Baseline assessment using existing available data (Annual Status Reports, Defra monitoring, Defra background maps);
- A dust risk assessment of the construction works will be not be undertaken for the EIA, but will be undertaken instead by the contractor prior to works beginning on site (in line with the Institute of Air Quality Management's (IAQM) 'Guidance on the assessment of dust from demolition and construction') and feed into a Construction Environmental Management Plan;
- Quantitative assessment of traffic data during construction, as there will likely be a road closure on the section of the Promenade between Marine Road and Splash Point. This closure is expected to last approximately 10 months and will redistribute traffic from the Promenade onto other local roads. The diverted traffic will likely exceed the assessment criteria detailed in the IAQM's 'Land-use Planning & Development Control: Planning for Air Quality' (500 additional daily LDV movements/100 HDV movements)

and on this basis we propose to model the likely impacts of the diverted traffic on local air quality using ADMS-Roads.

Due to COVID-19, traffic surveys have not been possible so we are relying on other data sources for the baseline traffic. The coverage of traffic data available for our modelling may, therefore, not cover all roads within 200m of chosen receptor points but where there are limitations these will be reported within the assessment. Overall, as the air quality is very good in Colwyn Bay we think it unlikely that these traffic increases will result in significant effects at receptors but as the movements are so large we thought it best to model to provide robust evidence that this is the case.

- Quantitative assessment of construction traffic has been scoped out, as the additional daily HDV movements have been determined to be <100 AADT. They will, however, be added to roads affected by the diversions so that the combined traffic movements are assessed.
- Detailed assessment of the operation of the scheme has been scoped out; although parking is proposed, there is only provision for a maximum of 16 additional spaces. It is considered unlikely that the Scheme would result in exceedances of the IAQM criteria on local roads.
- Proposal of suitable mitigation measures if significant effects are identified in the above assessment.

Please can you confirm that you are happy with the above approach?

Kind regards,
Gill

Gill Cotter
Senior Air Quality Consultant



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Appendix 5.2 – NRW Consultation Meeting Minutes, 15th July 2020



Environment, Roads & Facilities

Old Colwyn Coastal Defence – ES Scoping

Consultation

Wednesday 15th July, 2020

10:00am – 10:25am

Attendees:

Chris Jones	CL	Natural Resources Wales (NRW)
Emmer Litt	EL	
Rowland Sharp	RS	
Victoria Deakin	VD	Mott MacDonald (MM)
Nick Clarke	NC	
Oliver Edwards	OE	Conwy County Borough Council (CCBC)

The meeting was called to discuss NRW's response to a request for scoping opinion recently submitted by CCBC, for a proposed coastal defence scheme in Old Colwyn.

OE gave a brief overview of the scheme: the aging, largely Victorian infrastructure on the promenade in Old Colwyn is at increased risk of significant failure due to the lowering beach levels and the increased frequency and severity of storm events. There is frequent over topping of the seawall, which has also been undermined in sections due to the toe being exposed and material being washed out from behind it. There is significant infrastructure which lies behind the seawall, a trunk sewer, the Holyhead to London rail link, and the A55 expressway. These assets are at increased risk due to the deteriorating condition of the defences in front of them. The preferred scheme for safeguarding these assets and the upgrading the defences is increasing the height of the seawall and promenade and constructing a rock revetment in front of the seawall.

A request for scoping opinion had been submitted to inform the content and scope of the environmental statement (ES) currently being prepared by MM.

In response, NRW had issued caution against using past modelling where baseline conditions had changed. CCBC and MM had taken this as a suggestion to consider further modelling.

EL clarified that this was not the case, and NRW simply wanted to highlight that as well as using the previous modelling undertaken, the changes caused by recent beach recharge to the west of the proposed scheme should also be considered / acknowledged. VD agreed and informed that available beach profiles between 2005 and 2019 have been reviewed against the previous modelling to assess the new baseline conditions where applicable.

EL also suggested that as the modelling undertaken was localised to the Bay, reference should be made to the areas either side of the study area, if only to say that there was little impact / interaction, especially from westwards of the scheme in Penrhyn Bay. Both immediately eastward and westward of the scheme was heavily engineered with rock revetment structures so there would be little impact / influence but this needed to be highlighted.

It was agreed that a drawing would be included to illustrate the predominant wave direction of the study area and also log prevailing sediment transport patterns.

Whilst all agreed that no further modelling would be necessary, it was agreed that reference to the changes in conditions since the modelling had been undertaken, would need to be included within the ES.

There had also been concerns about the proposals to use beach won material as infill within the revetment. The fear was that this would be removing material from the system where there was already limited natural replenishment. NC confirmed that this would no longer be the case and any material excavated for the revetment would be placed on the foreshore, with suitable fill imported for the revetment. This detail had been changed within the Works Information.

NRW requested that information on the timescales for rock stockpiling on the beach and material excavation was included in the Construction Environmental Management Plan (CEMP) and the ES.

