HORIZON NUCLEAR POWER

WYLFA NEWYDD

ENERGY WORKING FOR BRITAIN

Wylfa Newydd Project

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1 Proposed development

1.1 Introduction

1.1.1 The Park and Ride at Dalar Hir forms part of the Wylfa Newydd Project. The Park and Ride would be used during the construction phase of the Power Station to transport and manage the flow of some of the construction workforce to and from the Power Station Site.

1.1.2 The Park and Ride is located immediately to the north-east of Junction 4 on the A55, approximately 18.5km from the Wylfa Newydd Development Area. Figure F1-1 (Application Reference Number: 6.6.38) shows the Park and Ride location and boundary.

1.1.3 The Park and Ride consists of:

- secure parking for up to 1,900 cars, which includes 10 disabled car spaces, as well as spaces for up to 55 minibuses, and 35 motorbikes;
- a bus waiting, pick-up and drop-off zone for up to 15 buses with additional parking for up to eight buses;
- a bus transport facility (transfer facility) building to provide transport information, a waiting area, welfare facilities, a bus driver canteen and management office facilities;
- access via a new roundabout located near the existing A55-A5 junction (Junction 4);
- landscaping and screen planting for visual mitigation; and
- other ancillary development, including a cycle store for up to 25 bicycles, signage, fencing, lighting, closed-circuit television (CCTV) and utilities.

1.1.4 It is predicted that there would be a maximum total of 78 daily return bus movements from the Park and Ride to the Power Station Site. This is based on three staggered morning shifts (33 return trips at the start and end of the shift) and three staggered night shifts (six return trips at the start and end of the shift), with a capacity of 50 workers per bus. These maximum predicted bus movements, and associated environmental effects, represent a 'worst case' for the conservative assessment purposes of this Environmental Statement.

1.1.5 There would be a maximum of 22 peak hour one-way movements from the Park and Ride to the Power Station Site between 07:00 and 08:00, and 22 peak hour one-way movements back to the Park and Ride from the Power Station Site between 18:00 and 19:00. There would be a further four northbound trips associated with the night shift, travelling to the Power Station Site from the Park and Ride between 16:30 and 17:30, and four inbound trips back to the Park and Ride, between 03:30 and 04:30. This assumes a travel time of approximately 30 minutes between the end of the shift and arriving at the Park and Ride.

1.1.6 In addition to these daily movements, it is predicted that there would be up to five additional buses (each making four trips over a day) travelling between

the Wylfa Newydd Development Area and the Park and Ride on a Thursday and Sunday. This would provide transport for construction workers living at the Site Campus travelling to and from their permanent place of residence for their weekend break.

1.1.7 Following construction of the Power Station, the Park and Ride would be removed and the land restored to its existing use (agricultural land). This would involve the removal of temporary structures and services, breaking up concrete and surfacing, and the importation and deposition of topsoil of a similar grade (see paragraph 1.2.5 below) to that which was in place before the Park and Ride was constructed. The existing hedge line along the central spine road would be enhanced as part of the development and a new hedge line introduced to the west of the site. This, along with enhanced tree and shrub planting using native species on the southern boundary, would be retained as a legacy benefit.

1.2 Site location and environmental context

1.2.1 The Park and Ride covers approximately 19.5ha of land. This includes the main car park area, a small strip of land to the south of the site (for screening planting), and an area of land that would be required for footway/cycleway improvements and site exit road works.

1.2.2 The Park and Ride's location immediately to the north-east of Junction 4 of the A55 allows easy access to the road network. It is bounded to the south by Holyhead Road (the A5), and to the west by the local London Road that links the A55 to the village of Bodedern. To the immediate east is the Cartio Môn go-karting centre, whilst to the west is a DVSA (Driver and Vehicle Standards Agency – formally known as VOSA) weighbridge and lorry checkpoint. Hedgerows mark the northern and eastern extent of the Park and Ride.

1.2.3 The Park and Ride and surrounding area is rural in nature with a number of isolated farm properties nearby, including two farmsteads (the Dalar Hir farmhouse on the site and the Bryngoleu farmhouse approximately 200m east, at the site of the Cartio Môn go-karting centre). The Dalar Hir farmhouse is vacant and the development proposals include its demolition. The Bryngoleu farmhouse is the closest residential receptor.

1.2.4 The nearest settlements to the Park and Ride are Llanfihangel-yn-Nhywyn, located 400m to the south, and Caergeiliog approximately 900m to the south-west. The Gwyddfor Residential Home is located approximately 250m north-east of the site.

1.2.5 The landscape largely comprises pastoral farmland, characterised by open fields with hedgerows marking the field boundaries. The Agricultural Land Classification soil quality at the site has been determined as Subgrade 3b (moderate quality). No geologically important sites with the potential to be affected have been identified. Only localised and limited sources of potential soil contamination have been identified from the desk study undertaken. A ground investigation (and subsequent remediation, if required) would be undertaken prior to the construction works commencing.

1.2.6 The topography of the area is relatively flat, ranging between 20m and 25m above ordnance datum. There are a number of small watercourses both within the site itself and in the immediate surrounds. The Park and Ride is classified on Natural Resources Wales surface water mapping [RD1] as being within flood zone A, which according to Technical Advice Note 15 [RD2], means that there is considered to be little to no risk of fluvial or tidal flooding to the site. Natural Resources Wales surface water mapping [RD1] does indicate that some parts of the site are at risk from surface water flooding; however, it must be noted that, due to their scale, these maps do not mean a great deal for catchments as small as the Park and Ride.

1.2.7 The Ynys Môn/Anglesey Area of Outstanding Natural Beauty lies to the west of the Park and Ride, approximately 2.5km away at its closest point.

1.2.8 The Park and Ride lies within the non-designated wider landscape, which covers the majority of Anglesey inland of the Area of Outstanding Natural Beauty.

1.2.9 The main habitats present on the Park and Ride are improved and semi-improved grassland, and cultivated fields with hedgerows. A number of protected species have been recorded within the Park and Ride and its immediate environs. Further information on these is provided in chapter F9 (terrestrial and freshwater ecology) (Application Reference Number: 6.6.9).

1.2.10 Nant Dalar Hir runs north-east to south-west across the site and is hydrologically connected to a moderately base-rich lake designated as part of the Llyn Traffwll Site of Special Scientific Interest (SSSI), which is located approximately 830m south of the Park and Ride. This lake is designated as a SSSI due to the range of aquatic flora and wintering wildfowl it supports.

1.2.11 There are also a series of smaller lakes (including Llyn Dinam and Llyn Penrhyn), designated as the Llynnau y Fali SSSI, located over 1.2km south-west of the Park and Ride.

1.2.12 In terms of cultural heritage, the Park and Ride can very broadly be divided into improved fields and associated drainage channels around the late 19th century Bryngoleu farmhouse, and semi-improved fields and relict field boundaries around the early 19th century Dalar Hir farmhouse. Heritage assets within the Park and Ride include post-medieval field boundaries, post-medieval farmsteads and a boundary wall built for the A5 Telford Road.

1.2.13 There are no Public Rights of Way or footpaths within, or near to, the Park and Ride. The nearest footpath is over 300m to the north.

1.2.14 Key environmental features in the vicinity of the Park and Ride are shown on figure F1-2 (Application Reference Number: 6.6.38).

1.3 Proposals for the Park and Ride

Site layout and access

1.3.1 The layout and land uses of the site are shown in figure F1-3 (Application Reference Number: 6.6.38).

1.3.2 Landscaping, water and ecological factors have been of prime importance in influencing the Park and Ride layout, in particular screening planting on boundaries and buffer zones around the Nant Dalar Hir and tributary.

1.3.3 There would be ecological and hydrological protection buffer zones of 15m around the Nant Dalar Hir, and of 10m around its main tributary (the wet ditch located near the centre of the site). Further ecological buffer zones would also be created around hedgerows and around an existing badger sett in the north of the site.

1.3.4 Vehicular and pedestrian access to the Park and Ride would be via a new access, in the form of a new roundabout at A55-A5 Junction 4. This has been designed to minimise congestion on the public roads immediately adjacent to the site. Figure F1-4 (Application Reference Number: 6.6.38) shows the proposed road arrangement for the Park and Ride.

1.3.5 The bus transport facility building would be located centrally on the site in order to minimise the pedestrian route from the furthermost car parking bay areas, as well as to effectively maximise the distance from this building to sensitive receptors off-site. The bus waiting, pick-up and drop-off zone would be located next to the bus transport facility in order to reduce boarding time.

1.3.6 Vehicle parking areas would be organised into five main areas, arranged around the building and accessed separately from the internal spine road.

1.3.7 The public bus stop on the adjacent A5 would be accessible via a short footway/cycleway.

Building scale and design

1.3.8 The proposed dimensions for each of the proposed buildings/structures (which have formed the basis for the environmental assessment) are detailed in table F1-1.

1.3.9 The bus transport facility building would be a simple, single-storey structure faced with stone effect and timber effect cladding.

1.3.10 It is proposed that the cycle store would be constructed using timber effect cladding and bus shelters would be constructed using steel frames and Perspex shelters.

Security

1.3.11 The Park and Ride would have a 24-hour manned security presence. The security guards would monitor the access point, CCTV and carry out patrols of the facility.

1.3.12 The Park and Ride would include 1.8m-high security fencing around the parking and bus terminus area.

Architectural design

1.3.13 The overall architectural design approach for the Park and Ride has been driven by the desire to create an unimposing appearance, where the buildings are screened as far as possible, and where visible, they are of an appearance that allows them to harmonise with, and complement, the surroundings. Natural colours would be adopted for the buildings on-site, helping to link them visually, and enabling them to be unimposing within their surroundings.

1.3.14 The buildings on-site would be temporary and would be dismantled following construction of the Power Station. They would therefore be pre-fabricated modular units with an external cladding, and designed with simplicity and efficiency of construction and removal as a priority. The final proposed design would be developed to ensure that it responds to the local context, recognising that, although temporary in nature, the developments would be *in situ* until the construction of the Power Station has ceased.

Landscaping

1.3.15 The northern, western and eastern boundaries of the site are to be planted with species-rich grass, and a short length of hedgerow would be reinstated adjacent to parking zones along the north edge of the site. The existing tree and shrub planting on the southern boundary would be retained and enhanced to screen views from the A5. There would be additional planting along the A5, as shown on figure F1-3 (Application Reference Number: 6.6.38), to provide improved screening from the A55.

Lighting

1.3.16 The lighting design for the Park and Ride would ensure that light spill onto water bodies and hedgerow/boundary habitats is avoided, wherever possible. However, keeping pedestrians safe would be a priority, and the use of a central lighting management system with movement sensors would allow lighting throughout the site to be controlled, allowing intelligent dimming of each light independently of the others. Lighting would be dimmed automatically and settings would be adjustable and reviewed as necessary. Seasonal variations to lighting would be applied and, in the event of an emergency, lighting could be triggered to revert back to 100% capacity.

1.3.17 Car parking zones which are not required at certain stages in the life of the Park and Ride would be blocked off and the lighting deactivated.

1.3.18 The Nant Dalar Hir flows through the site. An open-span bridge would link the car parks on either side. The bridge and approach road to the stream would not be lit in order to mitigate light pollution in this area.

1.3.19 The main hours of Park and Ride operation would be from 06:00 to 20:00, up to a maximum of 24 hours a day, seven days a week, during the peak construction period of the Power Station.

1.3.20 External lighting would be to the minimum lux level required in accordance with 'Park Mark' standards and *BS 5489-1:2013 – Code of practice for the design of road lighting* [RD3]. Lighting columns that are 6m high would be used for the parking areas and roundabouts would use 8m high lighting columns.

Drainage

1.3.21 To minimise the amount of hardstanding on-site, the car parking areas would use a permeable paving type product. This would improve drainage compared to traditional hardstanding, and would be easy to remove and facilitate the site's eventual return to agricultural land. Roads and the bus drop-off area would require a traditional macadam surface to withstand the traffic volumes and types of vehicle that would be using them.

1.3.22 A drainage design incorporating sustainable drainage techniques has been developed to manage surface water runoff associated with the Park and Ride.

1.3.23 All surface water flows from the site would pass through an interceptor and be collected in attenuation tanks before being discharged into the local water courses at green-field runoff rates.

1.3.24 The foul drainage systems consist of a site treatment plant which would be located near to the bus transport facility building.

Utilities

1.3.25 Utilities (including electricity, water and telecommunications) are proposed to be connected to the site via a utilities trench along the internal circulation road.

1.3.26 The proposed buildings would be serviced with a low energy ventilation system, low energy heating and low energy lighting.

Waste and materials

1.3.27 An initial forecast of waste and materials associated with construction, operation and decommissioning activities for the Park and Ride is included in chapter C6 (waste and materials management) (Application Reference Number: 6.3.6).

1.3.28 Typical waste and materials generated through the construction of the Park and Ride could include, but are not limited to:

- topsoil clearance;
- vegetation removal;
- bulk earthworks;
- concrete;
- aggregates; and
- packaging.

1.3.29 All waste and materials arising from construction works at the Park and Ride would be managed in a responsible manner with the clear intention of applying the principles of the waste hierarchy, as described in the Wylfa Newydd Code

of Construction Practice (CoCP) (Application Reference Number: 8.6), aiming to increase reuse of materials on the Wylfa Newydd Development Area where possible. This would reduce the volume of material required to be removed from the site and increase the reuse, recycling and recovery of waste off-site.

1.3.30 Waste would be generated during the operation of the Park and Ride, including waste arising from maintenance activities, site administration and welfare facilities. These activities could lead to generation of the following types of waste:

- packaging materials for goods entering the site, e.g. paper, card, glass, plastic and metal;
- biodegradable food waste from the welfare facilities;
- hazardous wastes, e.g. some paints, fuel and gas bottles;
- building maintenance waste, e.g. timber, plasterboard, insulation, paint tins and metals;
- green waste from landscape maintenance operations;
- hygiene wastes; and
- municipal waste and litter from the facility users.

1.3.31 The decommissioning process would involve the removal of the building structures, roads and paths, lighting, and all hardstanding. The quantities of waste and materials generated through the decommissioning phase are not yet known. However, all waste and materials generated during this phase would be managed in accordance with the waste hierarchy and legislative requirements.

1.4 Rochdale Envelope and parameters

1.4.1 A description of the Rochdale Envelope and parameter approach is provided in chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1).

1.4.2 In order to cope with inevitable change through the design development processes, Horizon has proposed a parameter based approach for the construction and operation of the Park and Ride. As such, the application for development consent is based on bounded parameters rather than a defined design.

1.4.3 The parameters are contained within the following.

- **Order Limits** – these define the area within which the Park and Ride may be constructed, operated and maintained under article 3 of the draft Development Consent Order (Application Reference Number: 3.1). The Order Limits are illustrated on figure F1-6 (Application Reference Number: 6.6.38).
- **Works Plans** (Application Reference Number: 2.3)– these identify the limits of deviation for, and location of, each work package (or 'work area') under Schedule 1 (authorised development) as referred to in article 4 of

the draft DCO (Application Reference Number: 3.1). The whole of the Park and Ride is one work area (Work No. 6) and Schedule 1 lists the works that can take place within the defined area.

- **Parameter Plan** – this identifies the zones within which buildings, structures and works identified in the parameter table (see below) must be located. There are 12 parameter zones for the Park and Ride as illustrated on figure F1.6 (Application Reference Number 6.6.38).
- **Parameter table** – this identifies maximum building dimensions and zones within which specific buildings, structures and works must be located (as shown on the Parameter Plan, figure F1-6). The parameter table for the Park and Ride is included as table F1-1.

Table F1-1 Parameters for the Park and Ride

Building	Parameter Zone	Maximum Parameter		
		Length (m)	Width (m)	Height (m)
Car park area 2	6-1	Extent of zone 6-1		
Car park area 3	6-2	Extent of zone 6-2		
Car park area 4	6-3	Extent of zone 6-3		
Bus shelter - long	6-4	70	5	5
Bus shelter - short	6-4	54	5	5
Bus waiting/pickup/drop off zone	6-4	Extent of zone 6-4		
Bus terminal building	6-5	30	13	5
Cycle shelter/bin store	6-6	11	7	5
Staff and accessible parking area	6-7	Extent of zone 6-7		
Car park area 1	6-8	Extent of zone 6-8		
Car park area 5	6-9	Extent of zone 6-9		
Roundabout	6-10	Extent of zone 6-10		

1.4.4 In essence, the Order Limits define the whole area which is the subject of the draft Development Consent Order (Application Reference Number: 3.1). In the case of the Park and Ride, that area is also the work area within which all works could take place. The actual work that takes place in those areas is then further constrained by the Parameter Plan and the information contained in the parameter table.

1.4.5 The flexibility associated with buildings, structures and works is restricted through the application of the parameters. These parameters have been informed by the potential to create adverse environmental effects. For those

buildings where the location is sensitive in terms of Environmental Impact Assessment, locations have been limited to relatively modest limits of deviation.

Indicative design

1.4.6 Figure F1-3 (Application Reference Number: 6.6.38) illustrates the indicative site layout which has been used, in combination with the above parameter envelope, as the basis of the Environmental Impact Assessment.

1.5 Development phases and activities

Construction

1.5.1 It is anticipated that construction of the Park and Ride would commence in the first year following grant of development consent and that construction activity on the site would last for approximately 18 months. It is anticipated that construction plant would include excavators, tipper trucks, dozers, fork lifts, rotary bored piling rig, mobile cranes and dump trucks. Construction would be phased in order to most effectively cater for construction workforce ramp up during the period in which the Power Station is being constructed.

1.5.2 The construction workforce for the Park and Ride would be a maximum of 70 workers on the construction site at any one time. Construction work on the Park and Ride would be limited to 08:00 to 18:00 hours weekdays and 08:00 to 13:00 hours Saturdays. No work would take place during evening and/or night-time periods or during Saturday afternoon, Sundays or Bank Holidays.

1.5.3 The anticipated programme for construction would be as shown below.

- Site establishment including:
  - building demolition;
  - mobilisation of construction plant;
  - establishment of pedestrian and haul routes;
  - fencing-off of sensitive areas not to be encroached upon;
  - site clearance;
  - establishment of site compound and welfare facilities; and
  - construction of site boundary and security fences.
- Topsoil removal and preparation of site haul road.
- Phase 1 works: working east to west across the site, construct car parks in the vicinity of the bus transport facility as well as the foundations for the buildings. The advantage of this is that it provides a relatively large initial facility, whilst minimising development at the eastern side of the site (nearest to receptors such as the Cartio Môn go-karting centre and Gwyddfor Residential Home).
- Phase 2 works: construct the buildings, and develop car park zones two, three, and four.

- Final road construction.
- Finalise and create pedestrian routes and landscaping, environmental mitigation, and install signage and lighting.
- Car park five construction.

1.5.4 Earthworks in all areas outside the environmental buffer zones would take place in accordance with the *Code of Practice for Earthworks* [RD4]. These earthworks are required to enable the site to be constructed with a suitable sub-base. This would involve the following.

- Stripping topsoil from all areas outside buffer zones, to an assumed depth of 300mm. It is currently anticipated that all topsoil would be removed from site.
- Excavating to allow for placement of sub-base for all roads, bus drop-off areas and pedestrian footways: 250mm to 750mm assumed. Car park areas are assumed to have permeable paving on top of a drainage layer which would be built up from topsoil strip depth. All assumptions are subject to detailed ground investigation.
- Excavating to allow for placement of foundations for new building. Foundations would need to be a minimum 900mm below ground level.

1.5.5 Concrete batching is expected to be undertaken off-site.

1.5.6 No utility diversions are expected. The existing buildings on-site would have their services isolated and disconnected prior to demolition.

1.5.7 Possible construction storage areas (e.g. for temporary topsoil storage) include the north-east corner of the site and the triangular area to the west of the bus drop-off area.

Operation

1.5.8 It is anticipated that the Park and Ride would be in operation for approximately 10 years.

1.5.9 The normal sequence of activities during this operational period is expected to be as follows:

- the workers would arrive at the site via the entrance off a new roundabout at the A55-A5 Junction 4;
- they may need to queue on the access road within the site, before the barriers;
- cars would be recognised by an automatic number plate recognition system, the barriers would open and cars admitted one at a time;
- workers would park at one of the parking zones in accordance with the nature of their trip (long term or short term);
- they would walk to the bus transport facility building via a pedestrian walkway;
- workers may wait at the facility building or use the amenities;

- workers would proceed to walk through to the bus waiting, pick-up and drop-off zone; and
- workers would board the bus after satisfying necessary security requirements.

1.5.10 The Park and Ride would be expected to have an operational workforce of 15 bus drivers and 10 members of staff, with staff split between security, control room and management.

1.5.11 When the Park and Ride is operational, there would be vehicle movements associated with staff and deliveries. Based on a typical working day and an operational workforce of 25 staff, this would result in a worst case scenario of 34 additional vehicle trips along the A55 per day (two-way) (i.e. 17 vehicles in and 17 vehicles out of the Park and Ride). Deliveries by Light Goods Vehicles are estimated to be two vehicle movements per day (two-way) (i.e. two vehicles in and two vehicles out of the facility).

Decommissioning

1.5.12 Once no longer required, and on the basis that no subsequent planning permission is granted for a future use, the Park and Ride would be returned to its current agricultural land use, preserving the enhanced hedgerows and areas of habitat created along the Nant Dalar Hir and its tributaries. Reinstatement would seek to restore the original field pattern, and would be in accordance with the proposals illustrated in figure F1-5 (Application Reference Number: 6.6.38).

1.5.13 Phased decommissioning may be possible as worker numbers decrease, but this is still to be confirmed. If decommissioning takes place in one phase, it is expected that this would take 12 months. It is anticipated that dismantling and site reinstatement would follow a programme broadly the reverse of construction. Key activities would include but are not limited to:

- formation of demolition site compound;
- demolition plant mobilisation and traffic movements;
- demolition and removal of temporary structures and services;
- breaking up of concrete and surfacing if required;
- management of waste and other materials; and
- environmental mitigation works.

1.5.14 Buried utilities would not be removed.

1.6 Embedded and good practice mitigation

1.6.1 The following environmental mitigation has been embedded into the design:

- drainage design and 15m buffer either side of the Nant Dalar Hir in order to avoid any impact on Llyn Trafwll SSSI;
- the preservation of heritage assets on-site (including field boundaries and boundary wall);

- the incorporation of landscaping measures to preserve the landscape character of the area;
- measures aimed at maximising future efficient conversion to legacy land use (i.e. return to greenfield site) and minimising waste and materials use;
- design measures minimising the generation of waste that needs to be disposed of off-site;
- buffer zones of 10m either side of drainage ditches within which no development would occur (aside from necessary works such as outfalls);
- the minimisation of areas of site to be covered by hardstanding in order to reduce the impact on soil resources;
- the retention of waterbodies identified on-site;
- the retention and protection of hedgerows, trees and walls around, and within, the site boundary;
- a layout that maximises distances between potential noise sources and receptors;
- the use of buildings as noise barriers, and the enclosure of features generating noise;
- lighting design that avoids light spill onto waterbodies, retained hedgerow and boundary habitats;
- the reuse of site soil as far as practicable, for example through the landscape areas, or identification of locations for reuse to minimise requirements for off-site disposal;
- the incorporation of hedgerow creation/tree planting with native species of local provenance in order to enhance retained hedgerows to create species-rich hedgerows; and
- seeding and appropriate management of any grassland creation with appropriate grassland species.

1.6.2 Chapter J1 (environmental commitments) (Application Reference Number: 6.10.1) gives further information on how these embedded mitigation measures are being secured.

- Good practice mitigation would be employed during construction. This mitigation would be secured by the Wylfa Newydd CoCP (Application Reference Number: 8.6) and the Park and Ride sub-CoCP (Application Reference Number: 8.10), within which full information is given.

1.7 References

Table F1-2 Schedule of references

ID	Reference
RD1	Welsh Assembly Government. 2015. *Development Advice Maps.* Hosted on Natural Resources Wales' website. [Online]. [Accessed: 09 June 2017]. Available from: https://naturalresources.wales/evidence-and-data/maps/long-term-flood-risk/?lang=en.
RD2	Welsh Assembly Government. 2004. *Technical Advice Note 15*: *Development and Flood Risk.* [Online]. [Accessed: 16 May 2017]. Available from: http://gov.wales/docs/desh/publications/040701tan15en.pdf.
RD3	British Standards Institution. 2013. *BS 5489-1:2013 – Code of practice for the design of road lighting*. London: British Standards Institution.
RD4	British Standards Institution. 2009. *BS 6031:2009 – Code of Practice for Earthworks*. London: British Standards Institution.

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