

Wylfa Newydd Project

6.6.4 ES Volume F - Park and Ride F4 - Public access and recreation

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4 Public access and recreation

4.1 Introduction

- 4.1.1 This chapter describes the assessment of potential public access and recreation effects resulting from the construction, operation and decommissioning of the Park and Ride facility at Dalar Hir (hereafter referred to as 'Park and Ride').
- 4.1.2 This chapter excludes the traffic-related effects on public access and recreation receptors associated with the operation of the Park and Ride and construction and operation of the Power Station. These are considered separately to the Park and Ride within chapter C3 (public access and recreation effects of traffic) (Application Reference Number: 6.3.3), which covers the project-wide effects of traffic upon public access and recreation. This chapter does, however, consider the traffic-related effects associated with the construction and decommissioning of the Park and Ride.
- 4.1.3 Please refer to chapter B4 (public access and recreation) (Application Reference Number: 6.2.4) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the public access and recreation assessment; and assessment methodologies and criteria.

4.2 Study area

- 4.2.1 This section describes the study area relevant to the public access and recreation assessment for the Park and Ride.
- 4.2.2 The study area for public access and recreation includes the footprint of the Park and Ride, plus a buffer area extending 250m from the site boundary. This study area has been defined based on professional judgement. There is no industry standard for determining the study area for the assessment of effects on public access and recreation. This assessment involves the consideration of the scale of development and the potential effects that the proposed development may have on the surrounding environment. When considering the potential for the Park and Ride to have an effect on public access and recreation receptors the 250m buffer area is considered to be sufficiently large to identify any potentially significant effects. The study area is also sufficiently wide to be able to identify sections of the highway network that could be used for the purpose of active travel which could be affected. The study area is shown on figure F4-1 (Application Reference Number: 6.6.38).

4.3 Baseline environment

- 4.3.1 This section provides a summary of the baseline conditions for public access and recreation within the study area described in section 4.2.

Public access

4.3.2 Based on a review of the definitive map [RD1], there are no Public Rights of Way within the study area. The closest Public Rights of Way are approximately 320m north of the proposed scheme at Dalar Bach and 340m south of the proposed scheme near Alltwen Goch. In addition, there are no areas of common land or open access land within the study area.

Onshore recreation

Onshore recreational facilities

4.3.3 There are no informal onshore recreation features within the study area. The effects of the Wylfa Newydd Project on recreational facilities where entry fees are payable, such as the go-karting facility close to the Park and Ride, are assessed within chapter F3 (socio-economics) (Application Reference Number: 6.6.3) of this Environmental Statement.

Walkers, cyclists and horse riders

4.3.4 Across Anglesey, the road network is used by recreational walkers, cyclists and horse riders. The Park and Ride site is located to the north of the A5 near Junction 4 of the A55, and there is a minor road that links Junction 4 with the village of Bodedern.

4.3.5 The A55 is considered to have negligible value for recreational cyclists and is not suitable for walkers or horse riders. On this basis, it is not considered further in this assessment.

4.3.6 The A5 could be used by recreational cyclists and walkers but as an 'A' road it is considered to be of low value due to existing traffic flows. The road is unlikely to be used by horse riders and it has been assigned a negligible value for equestrian use.

4.3.7 The minor road to the west of the Park and Ride, which links to Bodedern, could be used by recreational cyclists and walkers; it is a rural road with white line markings and has been assigned a low value for these users. More attractive routes between the surrounding communities exist along other minor roads.

Designated cycle routes

4.3.8 There are no designated cycle routes within the study area, although cyclists from Bodedern may use the minor road and the roundabouts at Junction 4 of the A55 to access National Cycle Network (NCN) Route 8, which is routed along a minor road approximately 330 metres to the south of the Park and Ride on the other side of the A5 and A55.

Active travel

4.3.9 Design guidance [RD2] considers active travel journeys to destinations of less than 16km (from communities to be within a viable distance. The community of Bryngwran is approximately 6km from Valley, which is a 'designated locality' [RD3] for the purposes of the Active Travel (Wales) Act 2013, and walkers and

cyclists may be undertaking active travel journeys between these two settlements using the A5. An alternative route between Bryngwran and Valley exists via the minor road which runs south of Bryngwran and links to NCN Route 8, which follows minor roads east into Valley. However, overall, this alternative route is significantly longer than the current route at over 10km, and therefore, while within the 16km viable commuting distance, it is not comparable for an active travel journey.

- 4.3.10 There are no footways along the A5 between Bryngwran and Junction 4 of the A55 but there is a footway through the junction, routed to the west of the roundabouts and overbridge. On this basis, the A5 within the study area has been assigned a low value for active travel.
- 4.3.11 Active travel walkers and cyclists travelling between Bodedern and Valley could use NCN Route 5, which is routed across the A5025 and south to Valley, via minor roads. Alternatively, they may use the minor road which runs south of Bodedern to Junction 4 of the A55 and the A5 to complete this journey.

Evolution of the baseline

- 4.3.12 In the absence of the Wylfa Newydd Project there is not anticipated to be any change to the current baseline within the study area.

4.4 Design basis and activities

- 4.4.1 This section sets out the design basis for this assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that would be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.
- 4.4.2 As described in chapter F1 (proposed development) (Application Reference Number: 6.6.1), the application for development consent is based on parameter approach. The assessment described within this chapter has taken into consideration the flexibility afforded by the parameters. A worst case scenario has therefore been assessed from a public access and recreation perspective within the parameters described in chapter F1 (Application Reference Number: 6.6.1).

Construction

Basis of assessment and assumptions

- 4.4.3 The assessment of public access and recreation effects has assumed that construction of the Park and Ride would take place over a period of 18 months.

Embedded mitigation

- 4.4.4 There are no embedded mitigation measures associated with the construction of the Park and Ride relevant to this assessment.

Good practice mitigation

4.4.5 The assessment of effects has taken into account that the following good practice mitigation measures would be implemented.

- Construction work on the Park and Ride facility 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 in accordance with section 4 of the Park and Ride sub-Code of Construction Practice (CoCP) (Application Reference Number: 8.10).
- The effects of dust on recreational amenity would be mitigated in accordance with the air quality management strategy set out in section 7 of the Park and Ride sub-CoCP (Application Reference Number: 8.10), and the Wylfa Newydd Code of Construction Practice (Application Reference Number 8.6), and as described in more detail in chapter F5 (air quality) (Application Reference Number: 6.6.5).
- The effects of noise on recreational amenity would be mitigated in accordance with the Park and Ride sub-CoCP (Application Reference Number: 8.6) and section 8 of the Wylfa Newydd CoCP (Application Reference Number: 8.6), and as described in more detail in chapter F6 (noise and vibration) (Application Reference Number: 6.6.6).
- Traffic management to mitigate effects on recreational amenity and active travel would be done in accordance with the requirements set out in the traffic and transport management strategy set out in the Park and Ride sub-CoCP (Application Reference Number: 8.6) and section 5 of the Wylfa Newydd CoCP (Application Reference Number: 8.6).

Operation

Basis of assessment and assumptions

4.4.6 The assessment of public access and recreation effects has assumed that the Park and Ride facility would be in operation for a period of seven years.

4.4.7 Traffic flows associated with the operation of the Park and Ride are considered in chapter C3 (Application Reference Number: 6.3.3) of this Environmental Statement.

Embedded mitigation

4.4.8 The design of the Park and Ride includes footway improvements to the existing provision as well as a continuation of footways which would also run along the A5 through to a pedestrian access into the Park and Ride. This embedded mitigation is secured within volume 3 of the Design and Access Statement (Associated Development and Off-Site Power Station Facilities) (Application Reference Number: 8.2.3).

4.4.9 No further embedded mitigation measures have been identified as being required beyond those identified within chapter F5 (Application Reference

Number: 6.6.5), chapter F6 (Application Reference Number: 6.6.6), and chapter F10 (landscape and visual) (Application Reference Number: 6.6.10).

Good practice mitigation

4.4.10 No good practice mitigation measures have been identified.

Decommissioning

Basis of assessment and assumptions

4.4.11 The public access and recreation assessment of effects has assumed that all buildings would be removed from the Park and Ride site during decommissioning, and that the land would return to its existing land use.

Embedded mitigation

4.4.12 No embedded mitigation measures have been identified as being required beyond those identified within chapter F5 (Application Reference Number: 6.6.5), chapter F6 (Application Reference Number: 6.6.6) and chapter F10 (Application Reference Number: 6.6.10).

Good practice mitigation

4.4.13 The assessment of effects has taken into account that the following good practice mitigation measures would be implemented.

- The effects of dust on recreational amenity would be mitigated by implementing good practice measures during the removal of buildings, decommissioning and restoration of the site (a DCO requirement as set out in the Draft Development Consent Order, Application Reference Number: 3.1).
- The effects of noise on recreational amenity would be mitigated by implementing good practice measures during the removal of buildings, decommissioning and restoration of the site (a DCO requirement as set out in the Draft Development Consent Order, Application Reference Number: 3.1).

4.5 Assessment of effects

4.5.1 This section presents the findings of the assessment of effects associated with the construction, operation and decommissioning of the Park and Ride.

Construction

Public access

4.5.2 There are no public access features within the study area, and on this basis, no adverse effects on public access have been identified.

Onshore recreation

- 4.5.3 There are no onshore recreation facilities within the study area.
- 4.5.4 There is the potential for recreational walkers and cyclists to be affected by the construction of the Park and Ride, as a result of the increased traffic flows on the A55 Junction 4 roundabouts, and as a result of the noise and dust generated by the construction activities.
- 4.5.5 Recreational cyclists and walkers on the A5 or minor roads as they connect to Junction 4 would potentially be affected by the increased traffic flows associated with the construction of the Park and Ride. However, there would be minor changes to the existing provision of footways around the roundabouts making them wider at certain locations. On the basis of the existing traffic flows at this junction, this effect on recreational amenity is considered to be of a negligible magnitude of change and the associated effect on recreational cyclists would be negligible.
- 4.5.6 Recreational cyclists and walkers travelling through Junction 4 who use the existing footway provision would be adversely affected while footway improvements are undertaken. The improvements involve localised widening, and on safety grounds, the footways would need to be closed while work takes place. Due to the nature of the junction, the width of carriageway is not sufficient to provide an alternative segregated route for pedestrians, and on this basis, the footways would be closed rather than diverted. The magnitude of change would be large during this period of time, but given the low value of these footways and the low numbers of walkers or cyclists who are assumed to be using them, the resultant effect would be minor adverse.
- 4.5.7 The construction activities would generate noise and dust and would introduce physical structures into a previously greenfield location, which would reduce the recreational amenity of the minor road. However, this should be seen in the context of a short section of a longer journey that would be undertaken by recreational users within the study area. The duration of the construction activities, which is programmed to last 18 months, would have a small magnitude of change on these recreational users. This would result in a minor adverse effect for this short section of their recreational journey. This effect would be reduced to negligible during periods when construction activities are not being undertaken, including evenings after 7pm and at weekends.

Active travel

- 4.5.8 Having considered potential active travel journeys on the highway network within the study area, the number of cyclists (or, to a lesser extent, walkers, due to the distance between local communities and active travel destinations) would be low.
- 4.5.9 Residents of Bodedern would be more likely to use NCN Route 5 than the route through Junction 4. Residents of Llanfihangel yn Nhywyn would not need to use Junction 4 in order to travel to Valley or Holyhead as these villages are located to the south of the A55.

- 4.5.10 People from Bryngwran could also avoid using the A5 between the village and Junction 4, by using minor roads that pass under the A55, this alternative route is considered to be preferable.
- 4.5.11 On this basis, cyclists who are currently choosing to use a route that includes the Junction 4 roundabouts are already used to the existing traffic flows. The magnitude of change due to the increased traffic flows during construction would be negligible in the context of the existing flows at Junction 4, and the effect on active travel is considered to be negligible.

Operation

Public access

- 4.5.12 There are no public access features within the study area, and on this basis no adverse effects on public access have been identified.

Onshore recreation

- 4.5.13 The main effects on onshore recreation associated with the operation of the Park and Ride relate to construction workers travelling to and from the Park and Ride in cars and their onward travel to and from the Wylfa Newydd Development Area on buses. There would be additional traffic associated with staff working at the Park and Ride, deliveries to the Park and Ride and people living at the Site Campus who have parked at the Park and Ride in order to car-share to the Wylfa Newydd Development Area. All of these traffic movements are considered within chapter C3 (Application Reference Number: 6.3.3).
- 4.5.14 There is an additional effect associated with the presence of the Park and Ride within this existing rural setting, which would have an urbanising effect. However, this would only be experienced by recreational walkers and cyclists who would be already walking along a road and approaching the A55. The magnitude of change would be medium and there would be a resulting minor adverse effect on recreational users of these routes.

Active travel

- 4.5.15 The main effects on active travel associated with the operation of the Park and Ride relate to construction workers travelling to and from the Park and Ride in cars and their onward travel to and from the Wylfa Newydd Development Area on buses. There would be additional traffic associated with staff working at the Park and Ride, deliveries to the Park and Ride and people living at the Site Campus who have parked at the Park and Ride in order to car-share to the Wylfa Newydd Development Area. All of these traffic movements are considered within chapter C3 (Application Reference Number: 6.3.3).

Decommissioning

Public access

- 4.5.16 No effects on public access receptors are predicted as a result of the decommissioning of the Park and Ride.

Onshore recreation

- 4.5.17 The effects on recreational users of the local highway network during decommissioning would be the same as those associated with construction. As described in the construction section above, these would have a negligible effect on recreational users.
- 4.5.18 Once the Park and Ride has been decommissioned with the land returned to baseline, there would be no effect on recreational users when considered against the baseline, as there would be no change. The improvements to the footway provision on the roundabouts would be permanent, but due to the extent of these improvements, the effect on recreational walkers would be negligible.

Active travel

- 4.5.19 The effects on active travel users of the local highway network during decommissioning would be the same as those associated with construction. As described in the construction section above, these would have a negligible effect on people undertaking active travel journeys.

4.6 Additional mitigation

- 4.6.1 In accordance with chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to public access and recreation were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.
- 4.6.2 No additional mitigation measures are required based on this assessment of effects on public access and recreation.

4.7 Residual effects

- 4.7.1 No significant adverse effects were identified for public access and recreation.
- 4.7.2 The minor effect identified in the assessment of effects section is listed in appendix I3-1 (master residual effects table) (Application Reference Number: 6.9.8).

4.8 References

Table F4-1 Schedule of references

ID	Reference
RD1	Isle of Anglesey County Council. 2011. <i>Definitive map</i> . [Online]. [Accessed: 14 October 2016]. Available from: http://publicrightsofway.anglesey.gov.uk/
RD2	Welsh Government. 2014. <i>Design Guidance: Active Travel (Wales) Act 2013</i> . December 2014. [Online]. [Accessed: 16 July 2017.] Available from: http://gov.wales/docs/det/publications/141209-active-travel-design-guidance.pdf
RD3	Welsh Government. 2016. <i>Active Travel Designated Localities (Wales)</i> [Online]. [Accessed: 16 July 2017]. Available from: http://llo.gov.wales/catalogue/item/ActiveTravelDesignatedLocalities_Wales/?lang=en

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