

Wylfa Newydd Project

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1 Proposed development

1.1 Introduction

1.1.1 The Logistics Centre at Parc Cybi (hereafter referred to as the ‘Logistics Centre’) forms part of the Wylfa Newydd Project. The Logistics Centre would be used during the construction phase of the Power Station to control the flow of goods vehicles along the A5025.

1.1.2 The Logistics Centre site is located approximately 2km to the south-east of Holyhead town, in the Parc Cybi employment area. It is approximately 19km south-west of the Wylfa Newydd Development Area.

1.1.3 The proposals for the Logistics Centre consist of:

- an office/welfare building;
- security kiosk (at the combined entrance/exit of the site);
- driver instructor point;
- a covered inspection bay;
- a heavy goods vehicle (HGV) scanner;
- parking zones consisting of 100 parking bays for HGVs; and
- 12 staff parking bays and one disabled parking space.

1.1.4 Following construction of the Power Station, the site would no longer be operated by Horizon and would become available for an alternative use or development, subject to any required permissions being obtained by a future occupier.

1.1.5 At the peak of the Power Station construction, a maximum of 40 goods vehicles would be arriving at, and departing from, the Logistics Centre each hour en-route to the Wylfa Newydd Development Area. These would consist of light goods vehicles, medium goods vehicles and HGVs. However, for the purposes of this Environmental Statement, it has been assumed that all these vehicles are HGVs, in order to provide a conservative assessment that represents the ‘worst case’ in terms of noise and vibration, air quality, and traffic and transport.

1.2 Site location and environmental context

1.2.1 The proposed Logistics Centre site is near Junction 2 of the A55, outside Holyhead town, within an area of existing and planned industrial and retail development.

1.2.2 It is located within the Parc Cybi employment area, which is a strategic 56ha employment development for north-west Wales, facilitated by the Welsh Government. In 2010, Conygar Investment Company Plc obtained outline consent for a proposed development of distribution and warehousing space, and to support transport operators at the Port of Holyhead.

1.2.3 The proposed Logistics Centre site is bounded by the A55 to the north, the existing Parc Cybi service road to the south, a substation to the west, and

pastoral land to the east. The proposed Logistic Centre's footprint is approximately 3.2ha.

1.2.4 Figure H1-1 (Application Reference Number: 6.8.29) shows the site location and boundary, whilst figure H1-2 (Application Reference Number: 6.8.29) shows the overall environmental context of the area within which the Logistics Centre is located.

1.2.5 The majority of the site of the proposed Logistics Centre is presently covered by poor semi-improved grassland; however, there are also areas of dense scrub, mixed plantation woodland, rocky outcrops, marshy grassland, and spoil within the site boundary.

1.2.6 The site is located between the Ty Mawr Standing Stone (approximately 380m north-west) and the Trefignath Burial Chamber (approximately 30m to the south), both of which are Scheduled Monuments.

1.2.7 Land within the southern part of the proposed Logistics Centre site has been assessed to be of high archaeological potential due to its proximity to an area of known prehistoric and Roman period activity.

1.3 Proposals for the Logistics Centre

Site layout and access

1.3.1 The layout and land uses of the site are shown in figure H1-3 (Application Reference Number: 6.8.29).

1.3.2 Access into the Logistics Centre would be via a new entrance off the existing spine road that services Parc Cybi. The access road within the site footprint is proposed to allow for a number of coincident HGV arrivals. The entrance and exit would allow for two vehicles to pass.

1.3.3 The Logistics Centre would be able to accommodate up to 100 HGVs at any one time. The HGV parking bays would be arranged in rows.

1.3.4 As shown on figure H1-3 (Application Reference Number: 6.8.29), staff parking would be situated close to the combined office and welfare building in order to minimise unnecessary walking through the HGV zones. HGV parking and layout has been designed to minimise the need for reversing. The access road within the site, and the set-back entrance security point have been designed in order to alleviate the risk of queuing of vehicles on the public road outside the site.

1.3.5 The design for the Logistics Centre includes search and screening facilities with the capability to check up to 100% of vehicles utilising the facility.

1.3.6 In addition, a covered inspection bay would be provided to allow for the physical inspection of vehicles. Personnel access would be needed alongside the vehicles to access the trailers and inspect loads. Only access to the rear of the vehicle would be needed for any unloading. If unloading is required, the vehicle would be parked with only its rear third under cover to allow space for materials to be unloaded and temporarily stored on the paved area behind the vehicle. This area would be covered and lit.

Building/structure scale and design

- 1.3.7 The proposed maximum dimensions for each of the buildings/structures and the zones in which they can be located (which have formed the basis for the environmental assessment) are detailed in table H1-1.
- 1.3.8 A restricted natural colour palette would be adopted for the buildings/structures on site, helping to link them visually, and to be unimposing within their surroundings, whilst being consistent with the employment nature of the wider area.
- 1.3.9 The office/welfare building would be a single-storey facility comprising modular units to provide the accommodation space required.
- 1.3.10 The kiosk at the entrance would be a small, single-storey structure to provide weather protection to the security staff. It would be elevated to bring security staff up to the same level as the HGV drivers.

Security

- 1.3.11 The Logistics Centre is likely to have a manned security presence, 24 hours per day. The security guards would monitor access points and closed-circuit television (CCTV), and would carry out patrols of the facility.

External appearance including lighting and landscaping

- 1.3.12 Lighting would be required and would be designed to minimise light spill into the surrounding area. Lighting would be provided within the boundary of the site and would generally be pole mounted (typically at 8m around the perimeter and 12m towards the centre of the site).
- 1.3.13 A lighting management system would be utilised which could be accessed remotely. The external lighting design would be compliant with BS 5489-1:2013 – Code of practice for the design of road lighting [RD1] and BS EN 12464-2:2014 – Lighting of outdoor work places [RD2].
- 1.3.14 Lighting to the search areas and inspection bays would achieve a uniform illuminance at an average of 142lux when operational.
- 1.3.15 The proposed Logistics Centre would include a 2.4m high mesh panel security fence around the perimeter. Both within and outside the fence line would be a grassed boundary buffer zone, in keeping with the character of the local area. Hardstanding areas would be of concrete or asphalt.

Drainage

- 1.3.16 Figure H1-4 (Application Reference Number: 6.8.29) illustrates the proposed drainage design for the site. Sustainable urban drainage systems principles would be adopted and surface water drainage requirements would be based upon no significant ponding occurring on the site following a 1 in 100 year storm (with an additional 20% flow capacity allowance made for climate change). Any surface water attenuation requirements would be provided by a below-ground storage system.

1.3.17 All surface water flows from the site would be passed through an interceptor and collected in an attenuation tank before discharging into an existing local balancing pond. Attenuation within the new system would ensure that discharge rates would be less than or equal to site greenfield runoff rates. Oil interceptors would be incorporated into the system to protect water quality.

1.3.18 The foul drainage systems would connect into the local foul sewer.

Utilities

1.3.19 Utilities (including electricity, water and telecommunications) are proposed to be connected to the site via underground ducts.

1.3.20 The proposed buildings would be serviced with a low-energy ventilation system and with low-energy lighting.

Waste and materials

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

1.3.22 Typical waste and materials generated through the construction of the proposed Logistics Centre could include, but are not limited to:

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

1.3.23 All waste and materials arising from construction works at the proposed Logistics Centre would be managed in a responsible manner with the clear intention of applying the principles of the waste hierarchy (further details of which are given in chapter C6, Application Reference Number: 6.3.6) 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.

1.3.24 Waste would be generated during the operation of the Logistics Centre, 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 kitchenette and 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.

1.3.25 The decommissioning process would involve the removal of the office/welfare building, the vehicle scanner, covered inspection bay and security kiosks. No hardstanding would be removed. 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) of the Environmental Statement.

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 Logistics Centre. 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 Logistics Centre 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 H1-5 (Application Reference Number: 6.8.29).
- **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 Development Consent Order (Application Reference Number: 3.1). The whole of the Logistics Centre is one work area (Work No. 7) 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 five parameter zones for the Logistics Centre as illustrated on figure H1-5 (Application Reference Number 6.8.29).
- **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). The parameter table for the Logistics Centre is included as table H1-1.

Table H1-1 Parameters for the Logistics Centre

Building	Parameter zone	Maximum parameter		
		Length (m)	Width (m)	Height (m)
Inspection bay	7-1	23	13	6
Welfare / security building	7-2	29	16	4
Vehicle scanner	7-3	10	10	7
HGV information kiosk	7-4	7	5	4
Site entrance kiosk	7-5	6	6	4

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 Logistics Centre, 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, location has been limited to relatively modest limits of deviation.

Indicative design

1.4.6 Figure H1-3 (Application Reference Number: 6.8.29) 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 Logistics Centre would commence in the first year following grant of development consent and last for approximately 15 months.

1.5.2 The existing landform at the Logistics Centre site falls from the entrance at the south-east to the north-west by approximately 10m. Site levels would be adjusted as required to achieve acceptable gradients on which to park HGVs.

1.5.3 The construction workforce for the Logistics Centre would number a maximum of 50 workers on the construction site at any one time, working in shift patterns 07:00–19:00 Monday to Friday and 07:00–13:00 on Saturdays.

Operation

1.5.4 It is anticipated that the Logistics Centre would be operational for a period of approximately 10 years, covering the period for the construction phase of the Power Station Site.

- 1.5.5 The Logistics Centre would be expected to have an operational workforce of approximately 14 staff, and be operational up to 24 hours a day, seven days a week, in order to support the shift pattern on the construction of the Power Station Site.
- 1.5.6 The role of the proposed Logistics Centre would be to control the flow of goods vehicles along the A5025 during the construction phase of the Power Station.
- 1.5.7 The normal sequence of activities during this operational period is expected to be as follows.
 - A vehicle would arrive at the Logistics Centre site and would be stacked as required within the footprint of the site (off the public highway) before being directed to proceed through security checks.
 - Delivery documentation would be checked and authorised. The vehicle would be driven through security and would arrive at the inspection bay to be inspected as required (approximately 15 minutes).
 - After the vehicle is accepted, the driver would be issued with delivery documents and allocated a departure time, holding bay number, and a holding bay waiting time.
 - The vehicle would be driven directly from the Logistics Centre to the Power Station Site.
 - Vehicle movements from the Logistics Centre to the Power Station Site would be controlled in order to prevent vehicles leaving in convoy and to avoid sensitive times of the day (such as peak work rush hour and school run). Once released, these vehicles would travel along the A55 to Junction 3 and along the A5025.
- 1.5.8 The internal layout of the Logistics Centre has been designed to support a clear and swift flow of personnel and materials through each of the areas.

Decommissioning

- 1.5.9 Decommissioning of the Logistics Centre would entail the following activities:
 - removal of office/welfare building;
 - removal of inspection bay covering;
 - removal of security scanner; and
 - removal of security kiosks.
- 1.5.10 There would be no reinstatement of the site.

1.6 Embedded and good practice mitigation

- 1.6.1 The following environmental mitigation has been embedded into the design for the proposed Logistics Centre:
 - the retention of existing stone walls along the south-western edge;
 - the retention of as many existing features as possible, such as hedgerows along the south-eastern boundary, and reinforcement of

these where possible to screen potential views of the site and integrate the site with the surrounding landscape;

- the retention of as much of the exposed rock as possible, and its integration into the site design;
- the retention of existing wetland features and watercourses where possible, ensuring associated wetland grasses and ecology are retained for ecological and amenity value;
- the maintenance of the view between the Ty Mawr Standing Stone and the Trefignath Burial Chamber across the southern corner of the site;
- the retention of the existing cycle way and its integration into the development;
- use of a lighting design that mitigates light spill into adjacent habitats and employs a control system which illuminates only those areas where activities are occurring;
- drainage designed to mitigate any effect on the off-site attenuation pond, which may contain protected species;
- design to minimise as far as possible the generation of construction and decommissioning waste that needs to be disposed of off-site; and
- the location of buildings and other infrastructure to avoid, if possible, any ground disturbance within the area identified to be of high archaeological potential.

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

1.6.3 Good practice mitigation would be employed during construction. This mitigation would be secured through the Wylfa Newydd Code of Construction Practice (CoCP) (Application Reference Number: 8.6) and the Logistics Centre sub-CoCP (Application Reference Number: 8.11), within which full information is given.

1.7 References

Table H1-2 Schedule of references

ID	Reference
RD1	British Standards Institution. 2014. <i>BS 5489-1:2013: Code of practice for the design of road lighting. Lighting of roads and public amenity areas</i> . London: British Standards Institution.
RD2	British Standards Institution. 2014. <i>BS EN 12464-2:2014: Light and lighting. Lighting of work places. Outdoor work places</i> . London: British Standards Institution.

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