

## **Wylfa Newydd Project**

### **6.8.4 ES Volume H - Logistics Centre H4 - 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 Logistics Centre at Parc Cybi (hereafter referred to as the 'Logistics Centre').
- 4.1.2 The chapter excludes the operational traffic related effects on public access and recreation associated with operation of the Logistics Centre and construction and operation of the Power Station. These are considered in the assessment contained 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 considers the traffic related effects associated with the construction and demolition of the Logistics Centre.
- 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 Logistics Centre.
- 4.2.2 The study area for public access and recreation includes the footprint of the Logistics Centre plus a buffer area extending 250m from the site boundary. This study area has been determined based on professional judgement. Whilst there is no industry standard for determining the study area of public access and recreation assessments, the distance of 250m is considered to provide a sufficient distance from the works to identify recreational receptors which could potentially be adversely or beneficially affected by the construction, operation and decommissioning of the Logistics Centre. This study area is sufficient to identify the extent to which Public Rights of Way (where present) connect to a wider network of routes and provides a context for the assessment. The study area is shown on figure H4-1 (Application Reference Number: 6.8.29).

### 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 of this chapter.

#### **Public access**

- 4.3.2 Based on a review of the Definitive Map [RD1], there are no Public Rights of Way or other sites such as common land or open access land within the study area.

### ***Onshore recreation***

4.3.3 Lôn Trefignath is a link between Trearddur and Kingsland. The section of this road within the Parc Cybi industrial estate has been restricted so that access to motorised vehicles is prohibited; motorised users now follow the Parc Cybi spine road. The section of Lôn Trefignath that is restricted to non-motorised users has become an attractive route for cyclists and pedestrians and is recognised by Sustrans as a local cycle route [RD2].

4.3.4 While the primary purpose of this route is likely to be active travel, it is also used by recreational walkers and cyclists. The Lôn Trefignath cycle path has been assigned a medium value for onshore recreation, as it is a section of off-road cycle route and is used regularly by both local residents and tourists. The location of the cycle path is shown on figure H4-1 (Application Reference Number: 6.8.29).

### ***Active travel***

4.3.5 The spine road through Parc Cybi that provides access to the Logistics Centre has a shared-use cycleway/footway to the north of the road and a footway to the south of the road as shown on figure H4-1 (Application Reference Number: 6.8.29). These cycleway/footways were constructed as part of the active travel infrastructure for the business park, and for the purposes of this assessment are considered to be solely used as active travel routes. Holyhead is a ‘designated locality’ within the meaning of the Active Travel (Wales) Act 2013 [RD3] and on this basis these cycleway/footways have been assigned a medium value for active travel routes. Whilst they are likely to be regularly used once the employment area is built out and employment opportunities created, alternative routes are available should one of these cycleway/footways be closed for any reason.

### ***Evolution of the baseline***

4.3.6 The wider Parc Cybi site has been granted outline planning consent, and in the absence of the Wylfa Newydd Project, it is likely that development would be undertaken on the wider employment area as plots are built out. As the employment area is built out the number of people using the footways and shared-use footway/cycleway would increase, this increase in use is considered within the baseline for this assessment.

## **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 will 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 H1 (proposed development) (Application Reference Number: 6.8.1), the application for development consent is based on a 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 H1 (Application Reference Number: 6.8.1).

## ***Construction***

### ***Basis of assessment and assumptions***

4.4.3 The assessment of public access and recreation effects has assumed that construction of the Logistics Centre would take place over a period of 15 months.

### ***Embedded mitigation***

4.4.4 A section of wall, which forms a boundary between Lôn Trefignath and the site would be demolished in order to provide a new site access, the existing site entrance would be stopped up and a wall constructed alongside the Lôn Trefignath cycle path.

4.4.5 The design of the new site entrance would accommodate the Lôn Trefignath cycle path and the existing shared-use cycleway/footway. Unlike the layout of the existing site entrance, the Lôn Trefignath cycle path and the shared-use cycleway/footway crossing would be co-located and clearly demarcated across the site entrance by a zebra crossing. Figure H1-3 (Application Reference Number: 6.8.29) shows the layout of the site entrance to the Logistics Centre.

4.4.6 These embedded mitigation measures are secured within volume 3, appendix 1-4, of the Design and Access Statement (Associated Developments and Off-Site Power Station Facilities) (Application Reference Number: 8.2.3).

### ***Good practice mitigation***

4.4.7 The assessment of public access and recreation effects has taken into account that the following good practice mitigation measures would be implemented:

- Access for users of the shared-use cycleway/footway that runs along the north side of the spine road for Parc Cybi industrial estate and Lôn Trefignath cycle path for cyclists and pedestrians would be maintained throughout construction (subject to a diversion), this is set out section 6 of the Logistics Centre sub-Code of Construction Practice (CoCP) (Application Reference Number: 8.11).
- 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 Logistics Centre sub-CoCP (Application Reference Number: 8.11) and the Wylfa Newydd CoCP (Application Reference Number: 8.6), and as described in more detail in chapter H5 (air quality) (Application Reference Number: 6.8.5).

- The effects of noise on recreational amenity would be mitigated in accordance with the Logistics Centre sub-CoCP (Application Reference Number: 8.11) and section 8 of the Wylfa Newydd CoCP (Application Reference Number: 8.6), and as described in more detail in chapter H6 (noise and vibration) (Application Reference Number: 6.8.6).
- Traffic management to mitigate effects on recreational amenity and active travel would be in accordance with the requirements set out in the Logistics Centre sub-CoCP (Application Reference Number: 8.11) and traffic and transport management strategy set out in section 5 of the Wylfa Newydd CoCP (Application Reference Number: 8.6).
- All signage for the shared-use cycleway/footway that runs along the north side of the spine road for Parc Cybi industrial estate, removed during demolition of the existing site entrance, would be replaced in a suitable position during the construction and operation of the Logistics Centre in accordance with the requirements of the public access management strategy set out in section 6 of the Logistics Centre sub-CoCP (Application Reference Number: 8.11).
- Good practice mitigation regarding the traffic related effects associated with the construction of the Logistics Centre are included in chapter C3 (Application Reference Number: 6.3.3). Heavy goods vehicle (HGV) drivers would be briefed on the risk they pose to cyclists and pedestrians who cross the site entrance as they enter and leave the Logistics Centre in accordance with the public access management strategy set out in section 6 of the Logistics Centre sub-CoCP (Application Reference Number: 8.11).

## ***Operation***

### ***Basis of assessment and assumptions***

4.4.8 The assessment of public access and recreation effects has assumed that access procedures at the Logistics Centre could result in HGVs potentially queuing on the spine road to enter the Logistics Centre at peak times. However, no HGVs would be allowed to be parked across the route of the shared-use cycleway/footway or the Lôn Trefignath cycle path, as it crosses the site entrance. Further details regarding the management of traffic flows to and from the Logistics Centre during operation are set out in chapter C3 (Application Reference Number: 6.3.3).

### ***Embedded mitigation***

4.4.9 The route of the cycleway/footway and Lôn Trefignath cycle path would be co-located across the entrance to the Logistics Centre and the crossing location would be marked by a zebra crossing, again as shown on figure H1-3 (Application Reference Number: 6.8.29). This embedded mitigation measure is also secured within volume 3, appendix 1-4, of the Design and Access Statement (Application Reference Number: 8.2.3).

4.4.10 No further embedded mitigation measures have been identified as being required beyond those identified within the chapter H5 (Application Reference Number: 6.8.5), chapter H6 (Application Reference Number: 6.8.6) and chapter H10 (Application Reference Number: 6.8.10) of this Environmental Statement.

### **Good practice mitigation**

4.4.11 Good practice mitigation regarding the traffic related effects associated with the operation of the Logistics Centre is included in chapter C3 (Application Reference Number: 6.3.3). HGV drivers would be briefed on the risk they pose to cyclists and pedestrians who cross the site entrance as they enter and leave the Logistics Centre in accordance with the public access management strategy set out in section 6 of the Logistics Centre sub-CoCP (Application Reference Number: 8.11).

### ***Decommissioning***

#### **Basis of assessment and assumptions**

4.4.12 In accordance with the description provided in chapter H1 (Application Reference Number: 6.8.1), the public access and recreation assessment of effects has assumed that all buildings would be removed from the site during decommissioning but that any sections of hardstanding would be retained. The site entrance, including the provision for cyclists and walkers, would not be affected by these works.

### **Embedded mitigation**

4.4.13 No embedded mitigation measures have been identified as being required beyond those identified within chapter H5 (Application Reference Number: 6.8.5), chapter H6 (Application Reference Number: 6.8.6) and chapter H10 (Application Reference Number: 6.8.10) of this Environmental Statement.

### **Good practice mitigation**

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

- The effects of dust on recreational amenity would be mitigated by implementing good practice measures during the removal of buildings and decommissioning of the site.
- The effects of noise on recreational amenity would be mitigated by implementing good practice measures during the removal of buildings and decommissioning of the site.

## 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 Logistics Centre.

### **Construction**

#### **Onshore recreation**

##### ***Construction of the site entrance***

4.5.2 During construction of the new site entrance, it would be necessary to close the Lôn Trefignath cycle path temporarily to ensure that recreational cyclists and pedestrians do not enter a construction site. The recreational route would be maintained by means of a diversion (see figure H4-2, Application Reference Number: 6.8.29).

4.5.3 The diversion would route pedestrians on to the existing footway that is to the south of the spine road. The diversion would start at the roundabout to the east of the Logistics Centre and continue to the roundabout to the west of the Logistics Centre (as shown in figure H4-2, Application Reference Number: 6.8.29). Existing pedestrian crossing infrastructure is provided in the form of dropped kerbs at these locations along the spine road and so no modifications to this footway would be required. Signage would be erected at the start of the diversion (at the roundabouts) warning cyclists and pedestrians of the construction activities at the site entrance so that they have the opportunity to cross onto the diversion at that point.

4.5.4 Access along the Lôn Trefignath cycle path would remain open except for the actual site entrance (while it is being constructed) so that it can still be used as a linear recreational route for purposes that do not require the full length to be navigated (for example dog walking). Signage informing users of the closure part way along the route would be erected at each end so that people wanting to undertake the through route would use a diversion. The closure would be obtained either under the Development Consent Order or under a Temporary Traffic Regulation Order, and a legal closure notice would be erected for the duration of the legal closure. Additional signage explaining the reasons for the closure would be provided by Horizon.

4.5.5 Cyclists would be diverted on to the spine road itself (as shown in figure H4-2, Application Reference Number: 6.8.29); this is considered to be an adequate route due to the low volumes of traffic that would be using this road while the early stage of construction (the construction of the site entrance) was undertaken. Once the new site entrance had been constructed, and the existing site entrance had been stopped up, the Lôn Trefignath cycle path would be re-opened on its existing alignment, as would the shared-use cycleway/footway to the north of the spine road.

4.5.6 The temporary closure of the Lôn Trefignath cycle path and provision of a diversion during construction of the new site entrance would be a small magnitude of change as the closure of the route would be less than six months. On this basis, there would be a short-term temporary minor adverse effect on recreational cyclists and pedestrians.

### ***Construction of the main Logistics Centre compound***

- 4.5.7 The work involved in constructing the Logistics Centre is set out in chapter H1 (Application Reference Number: 6.8.1). The key elements of these works include the levelling of the site, construction of the hardstanding and construction of buildings. These construction activities would result in noise and dust being generated and would be a visual intrusion in the landscape which, while located within a business park, is currently a green field site.
- 4.5.8 This work would be carried out within the site boundary of the Logistics Centre and would not require any physical works to Lôn Trefignath.
- 4.5.9 As described in section 1.5 of chapter H1 (Application Reference Number: 6.8.1), the construction of the Logistics Centre would take place during normal working hours between 07:00 and 19:00 Monday to Friday and between 07:00 and 13:00 on Saturdays.
- 4.5.10 There would be a small reduction in the recreational amenity of the Lôn Trefignath cycle path due to the construction activities, which would give rise to an increase in noise and dust, and also introduce construction traffic that would be entering and exiting the site across this recreational route. Together, this would result in a small magnitude of change on this receptor, which would result in a medium-term minor adverse effect on the route.
- 4.5.11 In addition, vehicles associated with the construction of the Logistics Centre would be entering and exiting the site across Lôn Trefignath. Once the works to the site entrance are complete and the new crossing had been constructed this would have a large magnitude of change when considered against the current baseline of no traffic. However, the overall traffic numbers would still be low, and based on professional judgement, the effect on recreational cyclists and walkers would be medium-term minor adverse, as cyclists and walkers would have priority across the zebra crossing and traffic flows of vehicles and recreational users are both low.

### ***Active travel***

#### ***Construction of the site entrance***

- 4.5.12 During construction of the new site entrance, it would be necessary to divert pedestrians using the shared-use cycleway/footway on the northern side of the spine road for Parc Cybi industrial estate on to the footway on the southern side of the spine road as described for recreational pedestrians using the Lôn Trefignath cycle path in paragraph 4.5.3. Cyclists using the shared-use cycleway/footway would be diverted onto the spine road itself as described for recreational cyclists using the Lôn Trefignath cycle path in paragraph 4.5.4.
- 4.5.13 Signage would be erected at the start of the diversion (at the roundabouts) (as described above) warning cyclists and pedestrians of the construction activities, though the actual closure of the route would be localised to only include the working area of the construction site.
- 4.5.14 The diversion during construction would result in a negligible additional distance on the length of the route, and would therefore have a negligible effect for active travel pedestrians and cyclists.

### ***Construction of the main Logistics Centre compound***

4.5.15 Once the new site entrance has been constructed, then the diversion would be removed and pedestrians and cyclists would be able to use the shared-use cycleway/footway along its existing alignment for the remainder of the duration of construction. Therefore, there would be a negligible magnitude of change to this route leading to a negligible effect on this active travel feature.

### ***Operation***

#### ***Onshore recreation***

4.5.16 As discussed above, once the site entrance has been constructed, Lôn Trefignath would be returned to its existing alignment. Lôn Trefignath would remain on this existing alignment through the operational phase of the Logistics Centre.

#### ***Traffic movements***

4.5.17 The primary purpose of the Logistics Centre is to control the movement of vehicles to the Wylfa Newydd Development Area. The main effects on onshore-recreation associated with the operation of the Logistics Centre relate to these traffic movements along with the traffic associated with staff working at the Logistics Centre and are considered within chapter C3 (Application Reference Number: 6.3.3).

#### ***Activity within the Logistics Centre***

4.5.18 There would be a small magnitude of change on recreational amenity of the Lôn Trefignath cycle path as it passes the boundary of the site as a result of the noise generated by the operation of the Logistics Centre, principally as a result of HGV movements. On this basis, there would be a minor effect on walkers and cyclists using this recreational feature.

#### ***Active travel***

4.5.19 As discussed above, once the site entrance has been constructed, Lôn Trefignath and the shared-use cycleway/footway would be returned to their existing alignment. They would remain on this existing alignment through the operational phase of the Logistics Centre.

#### ***Traffic movements***

4.5.20 The primary purpose of the Logistics Centre is to control the movement of vehicles to the Wylfa Newydd Development Area. The main effects on active travel associated with the operation of the Logistics Centre relate to these traffic movements along with the traffic associated with staff working at the Logistics Centre and are considered within chapter C3 (Application Reference Number: 6.3.3).

#### ***Activity within the Logistics Centre***

4.5.21 Once the site entrance has been constructed, the Lôn Trefignath and the shared-use cycleway/footway would be returned to their existing alignment.

They would remain on this existing alignment through the operational phase of the Logistics Centre.

4.5.22 There would be a negligible magnitude of change on active travel as there would be no increase in length of the active travel route. On this basis, there would be a negligible effect on these active travel routes.

### ***Decommissioning***

#### **Onshore recreation**

4.5.23 There would be a small reduction in the recreational amenity of the Lôn Trefignath cycle path or the shared-use cycle path along the former local road to the south of the Logistics Centre as a result of noise and dust generated during decommissioning activities. In addition, decommissioning traffic would be entering and exiting the site; however, the co-located cycleway/footway and Lôn Trefignath cycle path crossing would be marked with a zebra crossing. On this basis, there would be a minor effect on walkers and cyclists using this route.

#### **Active travel**

4.5.24 Traffic related effects on active travel are set out in chapter C3 (Application Reference Number: 6.3.3).

4.5.25 There would be a negligible magnitude of change on active travel as there would be no increase in length of the active travel route. On this basis, there would be a negligible effect on these active travel routes.

## **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 significant adverse effects are predicted for public access and recreation, and therefore no additional mitigation measures are required.

## **4.7 Residual effects**

4.7.1 No significant adverse effects were identified for public access and recreation.

4.7.2 Minor effects identified in the assessment of effects section are summarised in appendix I3-1 (master residual effects table) (Application Reference Number: 6.9.8).

## 4.8 References

Table H4-1 Schedule of references

ID	Reference
RD1	Isle of Anglesey County Council. 2011. <i>Definitive Map</i> . [Online]. [Accessed: 14 October 2016]. Available from: <a href="http://publicrightsofway.anglesey.gov.uk/">http://publicrightsofway.anglesey.gov.uk/</a>
RD2	Sustrans. Undated. <i>North Wales Cycle Map</i> . [Online]. [Accessed: 30 June 2017]. Available from: <a href="http://www.sustrans.org.uk/ncn/map/route/lon-las-cefni-anglesey">http://www.sustrans.org.uk/ncn/map/route/lon-las-cefni-anglesey</a> .
RD3	Isle of Anglesey County Council. Undated. <i>Active Travel Act – Designated Settlements</i> . [Online]. [Accessed: 30 June 2016]. Available from: <a href="http://www.anglesey.gov.uk/Journals/d/n/a/Mannau-Dynodedig---Designated-Settlements.pdf">http://www.anglesey.gov.uk/Journals/d/n/a/Mannau-Dynodedig---Designated-Settlements.pdf</a> .