



## Wylfa Newydd Project

### 8.24.5 Site Selection Report - Volume 5 – Park and Ride

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# 1 Introduction

## 1.1 The Wylfa Newydd Project

1.1.1 Horizon is applying to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008, to construct, operate and maintain a new nuclear power station on land west of Cemaes on Anglesey. The Wylfa Newydd Project comprises the construction, operation and decommissioning of the Wylfa Newydd DCO Project.

1.1.2 The Wylfa Newydd DCO Project is defined as those parts of the Wylfa Newydd Project which are to be consented by the DCO, comprising: the Power Station; other on-site development; Marine Works; the Off-Site Power Station Facilities; and the Associated Development. Please refer to Environmental Statement (ES) Volume A Chapter A2 (Application Reference Number: 6.1.2) for a more detailed description of the Wylfa Newydd DCO Project.

## 1.2 The purpose of this report

1.2.1 The purpose of this report is to outline Horizon's reasoned approach to the site selection process for the Park and Ride facility. It consolidates and updates all previous site selection work carried out in support of the Wylfa Newydd DCO Project and provides final conclusions regarding site selection.

1.2.2 Importantly, this report should be read in conjunction with Site Selection Report (SSR) Volume 1 (Application Reference Number: 8.24.1). SSR Volume 1 introduces the site selection process undertaken for the Wylfa Newydd DCO Project, explains the structure of the SSR, the planning policy context for site selection, the history of site selection, and the key factors that have determined the approach adopted by Horizon.

## 1.3 Park and Ride Facility

1.3.1 The Park and Ride facility would be used during the construction phase of the Wylfa Newydd Project to transport and manage the flow of some of the construction workforce to and from the Power Station Site.

1.3.2 The Park and Ride facility is classed as 'Associated Development' for the purposes of the DCO application. The Planning Act 2008 (the 2008 Act) [RD1] defines Associated Development as development which is associated with a Nationally Significant Infrastructure Project (NSIP).

## 1.4 Structure of this report

1.4.1 The remainder of this report is structured as follows:

- Section 2 – provides a description of the proposed Park and Ride facility, including the need for it;
- Section 3 – sets out the site selection methodology for the Park and Ride facility;

- Section 4 to 6 – set out the staged application of the methodology and conclusions reached regarding site selection for the Park and Ride facility; and
- Section 7 – provides a summary and conclusions.

1.4.2 The report also includes numerous tables and figures to aid in presenting the site selection process and conclusions reached.

## 2 Park and Ride facility

### 2.1 Introduction

2.1.1 This section explains why the Park and Ride facility is required and provides a more detailed description of its components.

### 2.2 Integrated Traffic and Transport Strategy

2.2.1 The Integrated Traffic and Transport Strategy (ITTS) (Application Reference Number: 6.3.20) sets Horizon's proposals for transporting construction workers and materials to the Power Station site and plans for improvements to the local road network.

2.2.2 The principal aims of the strategy are to:

- improve the transport network to the effect that Horizon can efficiently and safely transport materials and workers to the Power Station site, while seeking to minimise negative effects; and
- provide an efficient transport system that makes use of sustainable forms of travel and minimises the amount of traffic using local roads.

2.2.3 A key component of the ITTS is the provision of a Park and Ride facility as part of an integrated package of improvements for the transportation of construction workers. The facility is intended to reduce the number of vehicles using minor roads and control the number using the A5025.

2.2.4 Based on further assessment and modelling undertaken following the Stage Two Pre-Application Consultation (PAC2), Horizon has identified a requirement for a Park and Ride facility to accommodate up to 1,900 cars. Furthermore, it has been determined that the facility would be used by workers living in the south and east of Anglesey and the mainland, excluding workers living at temporary accommodation sites and those living within walking or cycling distance of a direct bus link serving the settlements in the north and east of Anglesey.

2.2.5 Traffic modelling has demonstrated a Park and Ride facility on the mainland is not required for the Wylfa Newydd Project. It follows that only sites on Anglesey have been considered for the facility.

2.2.6 It is acknowledged that consultees, including the Welsh Government, have previously stated that a facility on mainland should be considered. However, it has been determined that a mainland site would only be required in a scenario where there are capacity issues elsewhere on the road network (for example, on the Britannia Bridge). The aforementioned transport modelling has determined there are no capacity or highway safety reason why a Park and Ride facility would be required on the mainland, in addition to or instead of on Anglesey.

2.2.7 Further information is provided in the Transport Assessment (Application Reference Number: 6.3.14) and ITTS (Application Reference Number: 6.3.20).

## **2.3 Park and Ride facility**

2.3.1 The Park and Ride facility would be used during the construction phase of the Wylfa Newydd DCO Project to transport and manage the flow of some of the construction workforce to and from the Power Station Site.

2.3.2 The Park and Ride facility 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 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;
- other ancillary development, including a cycle store for up to 25 bicycles, signage, fencing, lighting, CCTV and utilities; and
- a crossing at the east end of the site.

2.3.3 Please refer to the ES Volume A Chapter A2 (Application Reference Number: 6.1.2) for a more detailed description of the facility.

## 3 Methodology

### 3.1 Introduction

3.1.1 This section explains each stage of the methodology in turn, including how it has been influenced by consultation and project optimisation. Further detail in terms of how the site selection process has been influenced by consultation and project optimisation, including detail regrading what each involved, is provided in SSR Volume 1 (Application Reference Number: 8.24.1).

### 3.2 Description of the methodology

3.2.1 The methodology is split into four stages, as follows:

- Stage 1: Long-list;
- Stage 2: Key environmental constraints;
- Stage 3: Operational pre-requisites and compatibility; and
- Stage 4: Detailed assessment.

3.2.2 The methodology is influenced by both national and local planning policy, including the Overarching National Policy Statement (NPS) for Energy (NPS EN-1) (2011) [RD2], the NPS for Nuclear Power Generation (NPS EN-6) (2011) [RD3], Planning Policy Wales (2016) [RD4], and Policy PS12 (Wylfa Newydd - Park and Ride and Park And Share Facilities) of the Anglesey and Gwynedd Joint Local Development Plan (JLDP) (2017) [RD5]. Please refer to the Planning Statement (Application Reference Number: 8.1) for more detail in respect of planning policy.

3.2.3 Policy PS12 of the JLDP has been taken into account in developing the operational pre-requisites applied by Stage 3 of the methodology. Specifically, that the Park and Ride facility should be located close to the A5/A55. The policy has, however, been balanced with other requirements of the Wylfa Newydd Project, such as the other operational pre-requisites and compatibility criteria applied at Stage 3. Further detail is provided later in this section.

#### ***Stage 1 – Long-list***

3.2.4 Stage 1 comprised a desk-based exercise to generate a ‘long-list’ of potential sites on the Isle of Anglesey to accommodate the facilities. The process utilised a number of data sources to ensure that Horizon was aware of as many potentially available sites as possible. Please refer to SSR Volume 1 for more detail (Application Reference Number: 8.24.1).

#### ***Stage 2 – Key environmental constraints***

3.2.5 Stage 2 comprised initial screening of the long-list to discount any sites within/covered by one or more of the following constraints:

**Table 3-1 Stage 2 – key environmental constraints**

Key environmental constraints:
Key environmental constraints: <ul style="list-style-type: none"> <li>• Special Area of Conservation (SAC);</li> <li>• Special Protection Area (SPA);</li> <li>• Ramsar Site;</li> <li>• Site of Special Scientific Interest (SSSI);</li> <li>• World Heritage Site; and</li> <li>• Flood Risk Zone C2.</li> </ul>

3.2.6 The remaining sites progressed to Stage 3. The results of the assessment are set out in section 4 of this report.

**Rationale for the key environmental constraints**

3.2.7 SAC, SPA and Ramsar sites are nature conservation sites of international importance. SSSIs are nature conservation sites of national importance. World Heritage Sites are heritage sites of international importance.

3.2.8 Flood Risk Zone C2 is defined in Technical Advice Note 15 Development and Flood Risk (2004) (TAN 15) [RD6] as the zone with the highest risk of flooding. The zone covers areas of the floodplain without significant flood defence infrastructure.

3.2.9 It follows that the above should be avoided where possible. This approach accords with guidance in Planning Policy Wales (2016), Policy PS5 and PS6 of the JLDP, and NPS EN-1.

**Stage 3a – Operational pre-requisites**

3.2.10 Stage 3a of the assessment determines whether the remaining sites (following Stage 2) meet Horizon's 'operational prerequisites' for the Park and Ride facility, as follows:

**Table 3-2 Stage 3 – operational pre-requisites**

Criteria	Assessment
Broad Area of Search	Sites must be 30 minutes' drive time from the Power Station Site and within 10 minutes' drive of the A55/A5 corridor – the Broad Area of Search. Sites outside of the Broad Area of Search are discounted.
Access	Sites must provide direct and/or convenient access to A55/A5. Sites which do not have direct and/or convenient access to the A55/A5 are discounted.
Holy Island	Sites on Holy Island are omitted.

Criteria	Assessment
Minimum site size	Minimum site size for the Park and Ride facility is 4.5 hectares (ha). Sites below 4.5ha are discounted.

3.2.11 The above criteria were applied in turn to filter the sites. The remaining sites progressed to Stage 3b. The results of the assessment are set out in Section 4 of this report.

### **Rationale for the Broad Area of Search**

3.2.12 Consultation feedback from IACC and the Welsh Government questioned this approach, on the basis that the consultees considered it was not properly justified. Further explanation and justification has therefore been provided in explaining the rationale below, including reference to local planning policy where relevant.

3.2.13 The Broad Area of Search is illustrated in the plan at appendix 4-3 of this report.

#### ***30 minutes' drive time from the Power Station***

3.2.14 A contour has been generated for travel time based on a maximum 30 minutes' drive time along the road network to the Power Station Site. The resulting boundary has been used to delimit the further contour of 10 minutes' drive of the A55/A5 corridor.

3.2.15 The geographical limitation is justified because of the nature of the shift work to be undertaken by construction workers and the likely need to travel at unsociable hours. As such, 30 minutes is the longest distance workers can reasonably be expected to travel, particularly when they have already been required to travel to the Park and Ride facility, and will have an onward journey following use of the facility. A detailed explanation of the rationale for the 30 minutes' drive time and the daily routine of a construction worker is explained in SSR Volume 4 (Application Reference Number: 8.24.4).

3.2.16 Traffic modelling has not demonstrated a requirement for an off-island park and ride and so this report does not consider potential sites. For more detail on the traffic modelling, please refer to the Transport Assessment (Application Reference Number: 6.3.14).

#### ***10 minutes' drive from the A55/A5 corridor***

3.2.17 GP 30 in the Wylfa SPG [RD7] states a preference for transport, freight and logistics facilities to be located along the A55/A5 corridor. Policy PS12 of the JLDP that park and ride sites should be located along or close to the A5/A55. Consultation responses received at PAC2 and PAC3 support the location of the Park and Ride facility along the A55/A5 corridor. Please refer to the Consultation Report (Application Reference Number: 5.1) for more detail.

3.2.18 Having regard to the above planning policy, consultation feedback and the purposes of the Park and Ride facility as defined by the ITTS (Application Reference Number: 6.3.20) (including the results of modelling indicating the

locations from which workers will access Park and Ride facilities), it is clear that not all areas within the Broad Area of Search are appropriate to accommodate the facility. Therefore, a further geographical limitation has been applied which further refines the search area for Park and Ride facility.

- 3.2.19 An additional contour has been created within which it is possible to reach the A55/A5 in 10 minutes' or less drive time. The additional contour has been applied in order for sites to be accessible from the strategic road network, and omitting land a significant distance from the strategic road network to avoid vehicles needing to travel significant distances on minor roads.
- 3.2.20 The 10 minutes' drive time contour is delimited by the 30 minutes' drive time contour. The approach is consistent with the aforementioned planning policy, consultation feedback and the ITTS.

***Direct and/or convenient access to A55/A5***

- 3.2.21 Having regard to the aforementioned planning policy, consultation and the purposes of the Park and Ride facility as defined ITTS (Application Reference Number: 6.3.20), it was deemed necessary to add a further geographical limitation to the Broad Area of Search, in addition to the 10 and 30 minutes' drive time limitations.
- 3.2.22 The additional limitation restricts appropriate sites to land that benefits from direct and/or convenient access to the A55/A5. This is to further avoid the significant volume and frequency of vehicles associated with the Park and Ride facility utilising minor roads, which is considered unsuitable. Furthermore, construction of the Park and Ride facility may take place at night time (necessary for a number of factors including minimising the overall construction period). It is therefore important to seek to reduce the potential for construction vehicles to use minor roads as far as possible, due to the proximity of residential properties to minor roads.
- 3.2.23 This further limitation refines the Broad Area of Search to ensure that the most feasible sites are identified, rather than sites that do not meet the requirements associated with park and ride or have the potential to result in adverse impact on amenity and the environment through use of minor roads. This is consistent with Policy PS9 of the JLDP, which includes a requirement that proposals are adequately served by appropriate transport infrastructure and limit impact on the environment.

***Holy Island***

- 3.2.24 Sites on Holy Island, including those complying with the other criteria associated with the Broad Area of Search, were omitted due to the separate dedicated shuttle bus service to the Power Station site that is to serve Holyhead. Furthermore, any workers not living on Holy Island would be required to travel further west onto Holyhead, before moving back east on a bus to travel to the Power Station site. Therefore, Horizon does not consider it appropriate to locate the facility on Holy Island. Please refer to the ITTS for more detail in respect of the aforementioned bus service (Application Reference Number: 6.3.20).

**Minimum site size**

- 3.2.25 Horizon's strong preference is for the Park and Ride facility to be provided at a single site. This is particularly important in order to be able to deliver an efficient construction project which is capable of delivering the Power Station as early as possible, in accordance with NPS EN-1 and NPS EN-6. It would add inefficiencies if facilities were located at more than one site. Further information is provided in the Transport Assessment (Application Reference Number: 6.3.14) and ITTS (Application Reference Number: 6.3.20).
- 3.2.26 The minimum size of the site required for the Park and Ride facility is 4.5ha, which is necessary to accommodate the following requirements:
  - approximately 1,900 parking spaces (including disabled and mini-bus), plus spaces for motorcycles and bicycles; and
  - a bus transport facility building providing transport information, a waiting area, welfare facilities, a bus driver canteen and management office facilities.

**Stage 3b – Compatibility**

- 3.2.27 Stage 3b of the assessment considered the compatibility of the remaining sites, as follows:

**Table 3-3 Stage 3b - Compatibility**

Criterion	Assessment
Compatibility	Sites are discounted if the existing or proposed land use, or adjacent use (e.g. sensitive receptors, such as hospitals, schools or nursing homes), is considered incompatible with the Park and Ride facility to the extent that it is not considered capable of appropriate mitigation.

- 3.2.28 The remaining sites were 'short-listed' and progressed to Stage 4. The results of the Stage 3b assessment are set out in section 5 of this report.

**Rationale for the compatibility criterion**

- 3.2.29 The rationale for the compatibility criterion is based on relevant planning policy, as follows:
  - Paragraph 7.6.3 of Planning Policy Wales (2016) states that regard should be had to the compatibility with existing and proposed uses; and
  - Policy CYF3 of the JLDP states that the scale of development should be appropriate to the existing uses on the site.
- 3.2.30 Professional judgement has been applied in accordance with relevant planning policy to discount sites deemed incompatible.

## **Stage 4 – Detailed assessment**

- 3.2.31 Stage 4 comprised the detailed assessment of the ‘short-listed’ sites following the Stage 3b assessment. It comprises two parts:
- Red/amber/green (RAG) criteria based assessment;
  - Final comparative analysis.

### **RAG Assessment**

- 3.2.32 The RAG assessment utilises a criteria based red/amber/green system (green – best / amber – middle / red – worst). The system is comparable to the type of system utilised by local planning authorities when assessing prospective sites for inclusion in local development plans. The Anglesey and Gwynedd Joint Planning Policy Unit (‘JPPU’) utilised a comparable approach when developing the JLDP.
- 3.2.33 The application of this type of objective, criteria based approach seeks to address comments made by some consultees regarding what were perceived as more arbitrary/qualitative considerations in the previous PAC2 site selection methodology. Please refer to SSR Volume 1 for more detail on the previous methodology (Application Reference Number: 8.24.1).
- 3.2.34 The assessment is based on a number of planning and environmental criteria. The starting point was the list of ‘generic impacts’ set out in NPS EN-1 and NPS EN-6. This was followed by a review of policy criteria in Planning Policy Wales, the various TANs, and local planning policy and guidance. However, notwithstanding the consideration given to local planning policy, NPS EN-1 confirms that in the event of a conflict between local policy, or any other documents, and a designated NPS, the NPS prevails for the purposes of decision making in relation to a DCO application.
- 3.2.35 Table 3-4 on the following page sets out the various criteria applied by the RAG assessment. The assessment tables in section 7 of this report include comments, where necessary, to explain why the RAG ratings have been awarded. Table 3-4 includes a ‘Rationale/explanation’ setting out the reasoning behind each criterion and how ratings are applied, including reference to relevant planning policy and consultation feedback.

### **Final comparative analysis**

- 3.2.36 It is acknowledged that the criteria applied by the RAG assessment cannot necessarily be attributed equal weight in assessing each site, as (for example) certain factors may be more important in the assessment of one site than another.
- 3.2.37 A final comparative analysis (qualitative) is therefore provided after the Stage 4 assessment tables in section 6 of this report. The relative merits of each site are considered in order to reach conclusions regarding the most suitable site(s). This includes analysis of the RAG ratings; however, with the acknowledgement that less red ratings, for instance, does not necessarily mean that a site is preferable to a site with more red ratings.

- 3.2.38 A wholly quantitative scoring system has not been applied on the basis that this type of assessment is not considered appropriate for balancing the complex factors involved in selecting sites for the Wylfa Newydd DCO Project. The adopted approach allows the relative merits of each site to be fairly considered.

**Table 3-4 Stage 4 – RAG assessment**

Criteria		RAG rating	Rationale/explanation
1	Previously developed	<ul style="list-style-type: none"> <li>All of the site is previously developed land (<b>green</b>)</li> <li>Part of the site is previously developed land (<b>amber</b>)</li> <li>None of the site is previously developed land (<b>red</b>)</li> </ul>	<p>There is a general presumption in planning policy in favour of the use of previously developed land over greenfield land, including in Planning Policy Wales.</p> <p><b>Rating:</b> as set out in the RAG rating column.</p>
2	Flood risk	<ul style="list-style-type: none"> <li>Low risk (A) (<b>green</b>)</li> <li>Medium risk (B) (<b>amber</b>)</li> <li>High risk (C) (<b>red</b>)</li> </ul>	<p>TAN 15 sets out a precautionary framework for the consideration of flood risk as part of land use planning. The aim of the framework is to direct development away from areas of higher flood risk and onto areas of lower risk.</p> <p>The framework is governed by the Development Advice Map (DAM) [RD8] produced by Natural Resources Wales containing three zones (A, B and C (with subdivision into C1 and C2)). Zone A is the lowest risk and Zone C is the highest risk. TAN 15 states that the precautionary framework should be used for both forward planning and development control purposes.</p> <p>NPS EN-1 references TAN 15, stating that development should not be consented in Zone B unless the sequential test requirements have been met and it should not be consented in Zone C unless the Exception Test requirements have been met.</p> <p><b>Rating:</b> the criterion rating is based on the flood zones set out in TAN 15 and as referenced by NPS EN-1 [RS2]. The rating of the site is determined using the DAM. TAN 15 states that the development advice maps (Wales and England) are based on the best available information considered sufficient to determine when flood risk issues need to be taken into account in planning future development. Therefore, Zone A is considered low risk (green), Zone B is considered medium risk (amber) and Zone C is considered high risk (red).</p>

Criteria		RAG rating	Rationale/explanation
3	Living Conditions	<ul style="list-style-type: none"> <li>Unlikely to result in a significant adverse effect (green)</li> <li>Potential to result in significant adverse effect (amber)</li> <li>Likely Significant adverse effect (red)</li> </ul>	<p>NPS EN-1 and NPS EN-6 acknowledge that the construction/demolition, operation and decommissioning of energy infrastructure has the potential to affect living conditions through emissions (noise, light, steam etc.) and other activities.</p> <p>Policy PS9 of the JLDP states that the accommodation requirements of construction workers should be met in a way that does not result in unacceptable adverse social or environmental impacts.</p> <p><b>Rating:</b> based on a distance of over 100m from residential use for unlikely to result in a significant adverse effect, within 100m for a potential significant adverse effect, and adjacent for a likely significant adverse effect (without mitigation).</p>
4	Access	<ul style="list-style-type: none"> <li>No known constraints (green)</li> <li>Minor constraints (amber)</li> <li>Major constraints (red)</li> </ul>	<p>Paragraph 3.15.2 of NPS EN-6 states that applications should demonstrate that the proposed development would not have an unacceptable adverse impact on significant infrastructure, including roads.</p> <p>Policy TRA4 of the JLDP states that proposals that would cause unacceptable harm to the safe and efficient operation of the highway will be refused. The supporting text to the policy goes on to state that vehicular access to site should be safe and should not unreasonably restrict the flow of traffic on the adjoining highway network.</p> <p><b>Rating:</b> professional judgement is utilised to apply a rating, including consideration of local roads (for instance, are they residential?), safety and the point of access into the site.</p>
5	Ground conditions	<ul style="list-style-type: none"> <li>Negligible contamination or instability likely (green)</li> <li>Minor contamination or instability likely (amber)</li> </ul>	<p>Paragraph 13.5.1 of Planning Policy Wales states that the planning system should guide development to lessen the risk from natural or human-made hazards, including risk from land contamination. The aim is to ensure that development is suitable and that the physical constraints on the land are taken into account. Paragraph 13.7.1 goes on to state that planning decisions need</p>

Criteria	RAG rating	Rationale/explanation	
	<ul style="list-style-type: none"> <li>Major contamination or instability likely (red)</li> </ul>	<p>to take into account the potential hazard that contamination (e.g. resulting from a former/current industrial use) presents to the development itself, its occupants and the local environment.</p> <p>Sites subject to the potential for significant contamination or instability are clearly less suitable than sites not subject to this constraint.</p> <p><b>Rating:</b> Green – greenfield land (no contamination likely); Amber – brownfield and previous use not considered likely to have resulted in contamination; and Red – brownfield and previous use considered likely to have resulted in contamination.</p>	
6	National landscape designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>	<p>To take account of the Isle of Anglesey Area of Outstanding Natural Beauty (AONB). Planning Policy Wales states that development in AONBs should not take place except in exceptional circumstances and there is no potential to locate development elsewhere or meet requirements in some other way. NPS EN-1 and NPS EN-6 also include comparable guidance.</p> <p><b>Rating:</b> the site is rated lower if it is covered by or closer to the AONB.</p>
7	Local environmental designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>	<p>Paragraph 5.3.18 of NPS EN-1 states that development should aim to avoid significant harm to conservation interests through mitigation and consideration of reasonable alternatives. NPS EN-6 also acknowledges this requirement. Policy PS19 and PS16 of the JLDP seek to protect and improve the quality of the natural environment, its landscapes and biodiversity assets.</p> <p><b>Rating:</b> the site is rated lower if it is covered by or closer to the designated asset.</p>
8	National or international environmental designations (not including landscape)	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>	<p>Paragraph 5.3.18 of NPS EN-1 states that development should aim to avoid significant harm to conservation interests through consideration of reasonable alternatives. NPS EN-6 also acknowledges this requirement. Strategic Policy PS5 and Policy AMG2 of the JLDP seek to protect and improve the quality of</p>

Criteria		RAG rating	Rationale/explanation
			<p>the natural environment, its landscapes and biodiversity assets, including through the designation of locally protected areas.</p> <p><b>Rating:</b> the site is rated lower if it is covered by or closer to the designated asset.</p>
9	Designated heritage assets	<ul style="list-style-type: none"> <li>• Not within the designation and not adjacent (<b>green</b>)</li> <li>• Adjacent (<b>amber</b>)</li> <li>• Within designation (<b>red</b>)</li> </ul>	<p>Section 5.8 of NPS EN-1 acknowledges that the construction, operation and decommissioning of energy infrastructure has the potential to result in adverse impacts on the historic environment. Strategic Policy PS5 and PS20 in the JLDP seek to preserve and enhance the quality of the built and historic environment assets (including their setting).</p> <p><b>Rating:</b> the site is rated lower if it is covered by or closer to the designated asset.</p>
10	Mineral safeguarding	<ul style="list-style-type: none"> <li>• Not within safeguarded area (<b>green</b>)</li> <li>• Partially within safeguarded area (<b>amber</b>)</li> <li>• Wholly within safeguarded area (<b>red</b>)</li> </ul>	<p>Paragraph 5.10.9 of NPS EN-1 requires applicants to safeguard any mineral resources on the proposed site as far as possible; taking into account the long-term potential of the land use after any future decommissioning has taken place.</p> <p>Policy MWYN 1 of the JLDP states that Mineral Safeguarding Areas have been identified and are shown on the Proposals Map to ensure that known mineral resources are safeguarded for the future. The policy goes on to state that proposals for non-mineral development will only be granted within Mineral Safeguarding Areas where, amongst other things, there is an overriding need for the proposed development.</p> <p>Development should therefore seek to avoid safeguarded areas where possible; although it should be acknowledged that the need for the Wylfa Newydd Project is established.</p> <p><b>Rating:</b> based on the ability of the site to avoid the Mineral Safeguarding Areas set out in the JLDP Proposals Map. Sites that avoid the safeguarded areas are green; partial coverage is amber; and full coverage is red.</p>

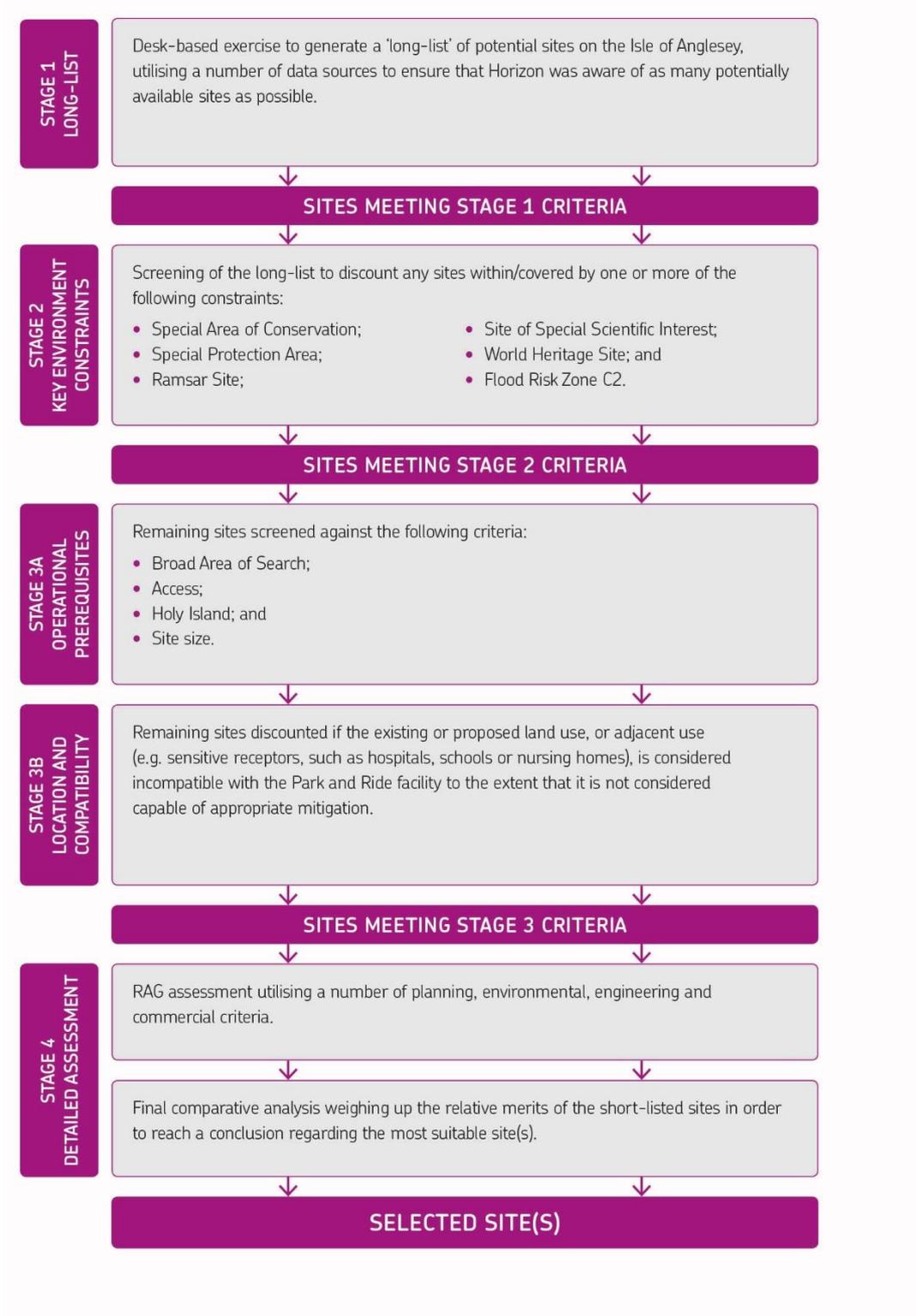
Criteria		RAG rating	Rationale/explanation
11	Legacy Potential	<ul style="list-style-type: none"> <li>Identified potential for a legacy use (green)</li> <li>No identified potential for a legacy use (red)</li> </ul>	<p>To take account of the guidance in the Wylfa SPG and the JLDP relating to legacy potential and also to accord with feedback from consultees.</p> <p>Strategic Policy PS9 in the JLDP states that the siting of the Associated Development should be informed by a consideration of legacy uses.</p> <p><b>Rating:</b> as set out in the RAG rating column.</p>
12	Agricultural Land Classification	<ul style="list-style-type: none"> <li>Grade 4 or 5 (green).</li> <li>Grade 3 (amber)</li> <li>Grade 1 or 2 (red)</li> </ul>	<p>Strategic Policy PS6 of the JLDP states that best and most versatile land should be safeguarded. Data within the analysis is based on the provisional Agricultural Land Classification grades dataset supplied by the Welsh Government. Where in depth surveys have been undertaken these results will override the provisional data.</p> <p><b>Rating:</b> as set out in the RAG rating column.</p>
13	Visual impact	<ul style="list-style-type: none"> <li>Negligible/minor visual impact likely (green)</li> <li>Moderate impact likely (amber)</li> <li>Major impact likely (red)</li> </ul>	<p>Section 5.9 of NPS EN-1 states that adverse landscape and visual effects may be minimised through appropriate siting of infrastructure.</p> <p>Strategic Policy PS9 of the JLDP states that development should avoid and minimise visual impact where possible.</p> <p><b>Rating:</b> professional judgement is utilised to apply a rating, including the sensitivity of the site and whether or not it is open/enclosed/benefits from pre-existing screening. The ratings are as set out in the RAG rating column.</p>
14	Does the shape of the site constrain development?	<ul style="list-style-type: none"> <li>No – ample space for all development (green)</li> <li>Possible – irregular shape but reasonable available space (Amber)</li> <li>Yes – irregular shape and close to site size criterion limit (red)</li> </ul>	<p>Paragraph 4.4.3 of NPS EN-1 states that proposals that are not physically able to accommodate the proposed development should be excluded. For instance, it may be difficult to accommodate development on an irregular shaped site, particularly in circumstances where the size of the site is close to the minimum size required for the type of development proposed.</p> <p><b>Rating:</b> sites with an irregular shape that might constrain development are ranked amber, whilst sites with a size close (within 0.2ha) to the size criterion are red. Sites are marked green if there is ample space for development regardless of shape.</p>

Criteria		RAG rating	Rationale/explanation
15	Consultation feedback	<ul style="list-style-type: none"> <li>• Largely positive (green)</li> <li>• Balanced feedback or no feedback received (amber)</li> <li>• Largely negative (red)</li> </ul>	<p>Consultation feedback in relation to the site is taken into consideration. The criterion seeks to summarise feedback received at all stages of consultation and apply a rating. Where there has been no/limited feedback, the site is rated amber (note: this is taken into consideration in the qualitative assessment and the site is not marked down relative to a site rated green, in order to maintain fairness).</p> <p><b>Rating:</b> as set out in the RAG rating column.</p>
16	Would the site adversely impact Welsh language and culture?	<ul style="list-style-type: none"> <li>• Yes (green)</li> <li>• Neutral (amber)</li> <li>• No (red)</li> </ul>	<p>Strategic Policy PS1 of the JLDP seeks to avoid developments that due to their size/scale/ location would cause significant harm to the character and language balance of a community.</p> <p><b>Rating:</b> judged having regard to the proximity of the local community/settlements. A site that is further away is rated higher (green) and sites that are closer are rated lower (red). However, differing views were expressed in consultation regarding the benefits of being located adjacent to or further away from communities in terms of Welsh language and culture. This criterion was therefore generally non-determinative, with sites rating amber (neutral).</p>
17	Availability	<ul style="list-style-type: none"> <li>• Available – held by developer/ willing owner/ public sector/ on the market (Green)</li> <li>• Unknown (amber)</li> <li>• Complex / multiple ownership or subject to ransom strip (Red)</li> </ul>	<p>Paragraph 4.4.3 of NPS EN-1 states that sites and potential alternatives should be considered where there is a realistic prospect of delivering the infrastructure capacity. This might include whether or not a site, when compared to an alternative, is deemed to be reasonably available. Sites which are not deemed to be reasonably available are less able/unable to deliver the same infrastructure capacity.</p> <p><b>Rating:</b> information on site availability, where known to Horizon, is applied to determine a rating. The ratings are as set out in the RAG rating column.</p>

Criteria		RAG rating	Rationale/explanation
18	Commercial viability	<ul style="list-style-type: none"> <li>• Good viability (Green)</li> <li>• Moderate viability (amber)</li> <li>• Poor viability (Red)</li> </ul>	<p>Paragraph 4.4.3 of NPS EN-1 states, amongst other things, that where necessary development could not proceed, for example, because the proposal/site is not commercially viable, it can be excluded on the ground that they are not important or relevant.</p> <p>Note: viability is considered as commercial only and does not take into account engineering or other external factors considered by the other categories in the RAG assessment.</p> <p><b>Rating:</b> information on commercial viability, where known to Horizon, is applied to determine a rating. The ratings are as set out in the RAG rating column.</p>

3.2.39 The Park and Ride facility site selection methodology is set out in the flow diagram below.

**Figure 3-1 Site selection methodology**



## 4 Stage 1 to 3a assessment

### 4.1 Introduction

4.1.1 This section sets out the results of the Stage 1-3a assessment.

### 4.2 Assessment

#### *Stage 1 – Long List*

4.2.1 The Stage 1 assessment generated a long-list of **539 sites**.

4.2.2 The location of the sites is illustrated in figure PR-1 – ‘Stage 1 Long-List Sites’ at appendix 4-1.

#### *Stage 2 – Key environmental constraints*

4.2.3 **512 sites** remained following application of the key environmental constraints.

4.2.4 The location of the remaining sites is illustrated in figure PR-2 – ‘Stage 2 Key Environmental Constraints’ at appendix 4-2.

#### *Stage 3a – Operational pre-requisites*

4.2.5 Prior to applying the operational pre-requisites, any duplicate sites were combined to create a single site. In this context, ‘duplicate’ means any sites sharing common boundaries or where a smaller site fell within the boundary of a larger one. The duplication was as a result of the wide sourcing of sites at Stage 1, including where similar/the same sites were submitted to the JPPU by different parties.

4.2.6 Table 4-1 below sets out the **four** sites that remained following application of the operational pre-requisites. The Stage 3a assessment is illustrated in figure PR-3 ‘Stage 3a – Operational Pre-Requisites’ at appendix 4-3.

**Table 4-1 Stage 3a – operational pre-requisites**

Reference	Site Name	Site Size (ha)
SP755	Land Near Ynys Wen	4.5
SP48	Tir Ty Mawr Land	13
SP301	Land adj Dalar Hir	28.1
SP206	Land at Morfa	6.1

## 5 Stage 3b assessment

### 5.1 Introduction

5.1.1 This section sets out the results of the Stage 3b compatibility assessment.

### 5.2 Assessment

5.2.1 The assessment of each of the remaining Park and Ride facility sites against the Stage 3b compatibility criterion is set out in table 5-1.

5.2.2 The location of the remaining short-listed sites (after application of the Stage 3b criteria) is illustrated in figure PR-4 ‘Stage 4 – Short-Listed Sites’ at appendix 5-1. The boundary (red line) of each short-listed site is illustrated in the plans at appendix 5-2 to 5-3.

**Table 5-1 Stage 3b – compatibility**

Reference	Site Name	Compatibility	Comments	Progressed to Stage 4?
SP755	Land Near Ynys Wen		The site is deemed compatible.	YES
SP48	Tir Ty Mawr Land		The site is deemed compatible.	YES
SP301	Land adj Dalar Hir		The site is deemed compatible.	YES
SP206	Land at Morfa		A portion of the site is required by Horizon to provide necessary realignment and improvement of the A5025.	NO

## 6 Stage 4 detailed assessment

### 6.1 Introduction

6.1.1 This section sets out the detailed assessment of the short-listed Park and Ride facility sites following the Stage 3 assessment. The Stage 4 assessment is based on a number of planning and environmental criteria.

### 6.2 Short-listed sites

6.2.1 Table 6-1 below provides a brief description of each of the short-listed sites.

**Table 6-1 Stage 4 – short-listed sites**

SP301	Land adjacent Dalar Hir
<p>The site comprises approximately 28ha of land located to the north of the A55 and A5, accessed directly from the A5 and adjacent to Junction 4 of the A55 with a small section of land to the south of the A55. The site is outside of a recognised settlement. The village of Llanfihangel-yn-Nhywyn is approximately 400m to south and Bodedern is 1km to the north.</p> <p>The site is bounded to the south by the A5, to the west by a road leading to Bodedern with a pull-over area for HGVs beyond to the south west. To the east, the site is partially bounded by a road and partially agricultural land. Adjacent land to the north is in agricultural use.</p> <p>The site comprises predominantly of greenfield agricultural. The western section of the site includes the Dalar Hir farmhouse (vacant) and the eastern section includes Bryngoleu farmhouse and Cartio Môn go-karting centre. There is also a residential care home in close proximity to the site; approximately 200m to the north-west.</p> <p>The site was proposed as the ‘preferred site’ for provision of the Park and Ride facility at PAC2 (within the site selection report produced at that time). This included an acknowledgement that the site would be taken forward for further consultation and assessment (as set out in this report), in order to make a final decision on site selection.</p> <p>Note: the size of the site would allow both Bryngoleu farmhouse and Cartio Môn go-karting centre to be omitted; and the Dalar Hir farmhouse is vacant and could be demolished as part of any development proposals.</p>	
SP48	Tir Ty Mawr Land
<p>The site comprises a total of 13ha of land located to the north of the A55 and south west of the A5, accessed directly from the A5 and adjacent to Junction 3 of the A55. The site lies outside of are cognised settlement but is adjacent to the south eastern extent of Valley’s Settlement Boundary, some 200m at its nearest point. The site is bounded to the south by the A55 and the Junction 3 slipway, to the north east by the A5.</p> <p>A railway line forms the western boundary and undeveloped agricultural land is to the north.</p> <p>The site comprises previously undeveloped agricultural.</p>	

**SP755**

**Land near Ynys Wen**

The site comprises a total of 4.5ha of land located to the south of the A5 and accessed from this road. Junction 3 of the A55 is some 300m to the east. The site lies outside a recognised settlement but abuts the Settlement Boundary of Valley to the north west.

The site is bounded to the north by the A5, to the south east and south west by railway lines and properties in Valley to the north west.

The site comprises previously undeveloped agricultural.

## **6.3 RAG Assessment**

- 6.3.1 The assessment of each short-listed site is set out in the tables at appendix 6-1 to 6-3. Table 6-2 on the following page summarises the RAG assessment of each site, including RAG ratings and a brief commentary.

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Table 6-2 Stage 4 – RAG assessment (summary)

Site	1. Previously developed	2. Flood risk	3. Living conditions	4. Access	5. Ground conditions	6. National landscape	7. Local environmental	8. National environmental	9. Heritage assets	10. Mineral safeguarding	11. Legacy potential	12. Agricultural Land	13. Visual impact	14. Shape	15. Consultation Feedback	16. Welsh language	17. Availability	18. Viability	Commentary
SP301 Land Adjacent to Dalar Hir	Red	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	Green	Yellow	Yellow	Green	Green	Green	Highway access direct to/from the A55 is possible. The site is situated in proximity to Valley (one junction along the A55 from the Valley junction) and therefore meets the broad locational guidance set out in the JLDP and Wylfa SPG. It is acknowledged, however, that the other short-listed sites are situated in closer proximity to Valley. Part of the site lies within a low, medium and high surface water flood risk zones (pluvial), but not within fluvial flood risk zones set out in the DAM. A residential care home and Bryngoleu farmhouse (residential receptors) are situated in close proximity to the site; however, the site is larger than required and so in principle it should be possible to mitigate some of these impacts through design.
SP48 Tir Ty Mawr	Red	Green	Green	Green	Green	Yellow	Green	Green	Green	Green	Red	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	The site comprises greenfield land. The site is situated in close proximity to Valley and therefore meets the broad locational guidance in the JLDP and Wylfa SPG]. The site lies partially within Flood Zone C1. However, in excess of 6.45ha of the site is located outside of Flood Zone C1; therefore, a sufficient amount of land not subject to this constraint could be provided.. There is good access to the site, direct from A55.
SP755 Ynys Wen	Red	Red	Red	Yellow	Green	Yellow	Green	Green	Green	Green	Red	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	The site comprises greenfield land. The site lies partially within Flood Zone C1 which policy states should only be considered where there are no alternatives in areas of lower flood risk. The site is situated in close proximity to Valley and therefore meets the broad locational guidance in the JLDP and Wylfa SPG. There is access to the A55 via the A5. There is more potential for adverse impact on living conditions than the other short-listed sites; although it may be possible to mitigate adverse impacts.

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## 6.4 Final comparative analysis

- 6.4.1 Land adjacent to Dalar Hir (SP301) performs best when considering the RAG ratings in isolation, on the basis that it only has two red ratings and less amber ratings (five) than the other sites. Tir Ty Mawr (SP48) is the middle performer with two red ratings and seven amber ratings. Ynys Wen (SP755) performs worst performer with four red ratings and eight amber ratings.
- 6.4.2 Notwithstanding the above, it is acknowledged that less red/amber ratings does not necessarily mean that a site is preferable to a site that has more. The short-listed sites are therefore assessed in the remainder of this section, considering their relative merits and applying professional judgement to reach a conclusion.
- 6.4.3 Further assessment work carried out by Horizon has determined that part of Dalar Hir (SP301) lies within a low, medium and high surface water flood risk zone (pluvial). It should be noted, however, that the pluvial flood risk zones do not fall within Zones A-C for the purposes of TAN 15. The site therefore rates green (flood risk) for the purposes of the RAG assessment. Notwithstanding this, Horizon has undertaken detailed flood risk modelling for the site to better inform the baseline understanding of pluvial flood risk mechanisms for a range of return periods but also to provide the evidence base required to show that the pluvial flood risks can be managed appropriately. To this effect, baseline flood extents and mechanisms for a critical duration storm have been used to develop a solution that will capture and pass flow around the south of the site. The aim is for this solution to be effective for pluvial events up to and including the 10,000 year flood event with no flooding of the buildings or their immediate vicinity. Please refer to the Dalar Hir Flood Consequences Assessment for more detail (Application Reference Number: 6.6.16).
- 6.4.4 Ynys Wen (SP755) is located entirely within fluvial flood risk Zone C1 and on this basis is rated red for flood risk. Planning policy (TAN 15) states that a site within such areas should only be considered for development where there are no alternatives in areas of lower or no flood risk. Dalar Hir (SP301) and Tir Ty Mawr (SP48) are suitable alternatives in this respect and the conflict with TAN 15 weighs significantly against SP755.
- 6.4.5 In terms of the other assessment criteria; Dalar Hir (SP301) has the potential to adversely affect residential receptors, particularly during construction (rated amber). However, it is considered that impacts could be mitigated. Ynys Wen (SP755) is directly adjacent to residential properties in Valley, which suggests much greater potential for adverse impacts on living conditions (red rating). Ynys Wen (SP755) is also suboptimal in terms of access when compared to the other sites, on the basis that there would be a requirement to travel approximately 500m along the A5 to reach the A55 junction. The other sites are located directly adjacent to Junction 3 and Junction 4 of the A55, limiting the need for significant new access works and associated highway disruption. Furthermore, vehicles would not be required to travel along a single carriage highway for any significant distance and neither buses nor private vehicles would need to pass through a settlement, other than on a main road.

- 6.4.6 Assessment of the potential environmental impacts of development, aside from flooding, has determined that all sites are not subject to any environmental constraints which would preclude development. However, with regards to Tir Ty Mawr (SP48), it is considered that there would be potential for hydrological impacts on the SSSI and this would need to be considered further. Furthermore, both SP48 and SP755 are located adjacent to the AONB (amber), whilst SP301 is not (green). It follows that the RAG assessment suggests that SP301 is more suitable from an environmental standpoint.
- 6.4.7 Horizon has also considered commercial matters, most notably the availability of land for lease and purchase. Horizon has acquired Dalar Hir (SP301) because it was available on reasonable commercial terms, which adds weight to its selection (in accordance with NPS EN-1). Dalar Hir (SP301) is commercially viable in this respect and all other factors dictate that the site is deliverable.

## 6.5 Conclusion

- 6.5.1 In drawing final conclusions on site selection, Horizon considered Policy PS12 of the JLDP, which states that the Park and Ride facility should be either:
- within or adjacent to development boundaries of Centres located along or close to the A5/A55; or
  - in other locations along the A5/A55 where the site is part of a comprehensive approach to mitigating the transport effects of the Wylfa Newydd Project, takes account of the Councils' preference to consider sites closer to Centres, and has due regard to landscaping and environmental considerations.
- 6.5.2 The assessment set out in this section has demonstrated that the short-listed sites closest to the Valley (SP48 and SP755) are not preferable for other material reasons.
- 6.5.3 SP755 is located within Flood Zone C1, whereas Dalar Hir (SP301) is not. The pluvial flood risk at Dalar Hir (SP301) has been acknowledged and it is considered that this can be mitigated by design. SP48 and SP755 are also subject to other limitations that Dalar Hir (SP301) is not, including more potential for impact on living conditions (SP755), suboptimal access (SP755), irregular shape (SP755 and SP48), and close proximity to the AONB (SP755 and SP48).
- 6.5.4 It is acknowledged that consultation feedback from the Welsh Government and IACC questioned the rationale and assumptions for selection of Dalar Hir (SP301) and raised several concerns regarding its impact on the environment and on traffic flows. Horizon has given serious consideration to the appropriateness of the site and has undertaken further modelling as to whether additional park and ride sites (including on the mainland) are required. Horizon's position is that Dalar Hir remains the most appropriate site for the Park and Ride facility. Please refer to the Transport Assessment Transport Assessment (Application Reference Number: 6.3.14) and ITTS (Application Reference Number: 6.3.20) for more detail.

- 6.5.5 It should also be noted that Horizon has acquired Dalar Hir (SP301), which adds weight to its selection (in accordance with NPS EN-1). Dalar Hir (SP301) is commercially viable in this respect and all other factors dictate that the site is deliverable.
- 6.5.6 Having taken all matters in this final comparative analysis into consideration, Horizon considers that, on balance, Dalar Hir (SP301) is the most suitable site to accommodate the Park and Ride facility.

## 7 Summary and Conclusion

### 7.1 Park and Ride

7.1.1 It is concluded by Horizon that the Park and Ride facility will be located at Dalar Hir (SP301). The site has been selected for the following reasons:

- located on the strategic road network at an appropriate point in order to intercept construction workers travelling from the mainland, south of the island and more remote areas; and
- whilst the other short-listed sites are closer to Valley, Dalar Hir (SP301) is preferable for other material reasons.

## 8 References

ID	Reference
RD1	The Planning Act 2008. 2008. [Online]. [Accessed: 22 January 2018]. Available from: <a href="https://www.legislation.gov.uk/ukpga/2008/29/contents">https://www.legislation.gov.uk/ukpga/2008/29/contents</a> .
RD2	Department of Energy and Climate Change. 2011. <i>Overarching National Policy Statement for Energy (EN-1)</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure">https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure</a> .
RD3	Department of Energy and Climate Change. 2011. <i>The National Policy Statement (NPS) for Nuclear Power Generation (EN-6)</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure">https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure</a> .
RD4	Welsh Government. 2016. <i>Planning Policy Wales Edition 9, November 2016</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="http://gov.wales/topics/planning/policy/ppw/?lang=en">http://gov.wales/topics/planning/policy/ppw/?lang=en</a> .
RD5	Isle of Anglesey County Council, Gwynedd Council. 2017. <i>Anglesey and Gwynedd Joint Local Development Plan 2017</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="http://www.anglesey.gov.uk/planning-and-waste/planning-policy/joint-local-development-plan-anglesey-and-gwynedd/">http://www.anglesey.gov.uk/planning-and-waste/planning-policy/joint-local-development-plan-anglesey-and-gwynedd/</a> .
RD6	Welsh Government. 2004. <i>Technical Advice Note (TAN) 15: Development and Flood Risk (2004)</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="http://gov.wales/topics/planning/policy/tans/tan15/?lang=en">http://gov.wales/topics/planning/policy/tans/tan15/?lang=en</a> .
RD7	Isle of Anglesey County Council. 2014. <i>New Nuclear Build at Wylfa: Supplementary Planning Guidance</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="http://www.anglesey.gov.uk/business/energy-island/energy-island-news/new-nuclear-build-at-wylfa-supplementary-planning-guidance/123426.article">http://www.anglesey.gov.uk/business/energy-island/energy-island-news/new-nuclear-build-at-wylfa-supplementary-planning-guidance/123426.article</a> .
RD8	Natural Resource Wales. 2018. <i>Development Advice Map</i> . [Online]. [Accessed: 22 January 2018]. Available from: <a href="https://naturalresources.wales/evidence-and-data/maps/long-term-flood-risk/?lang=en">https://naturalresources.wales/evidence-and-data/maps/long-term-flood-risk/?lang=en</a> .

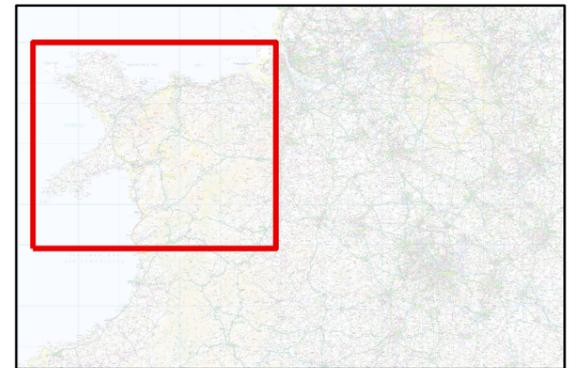
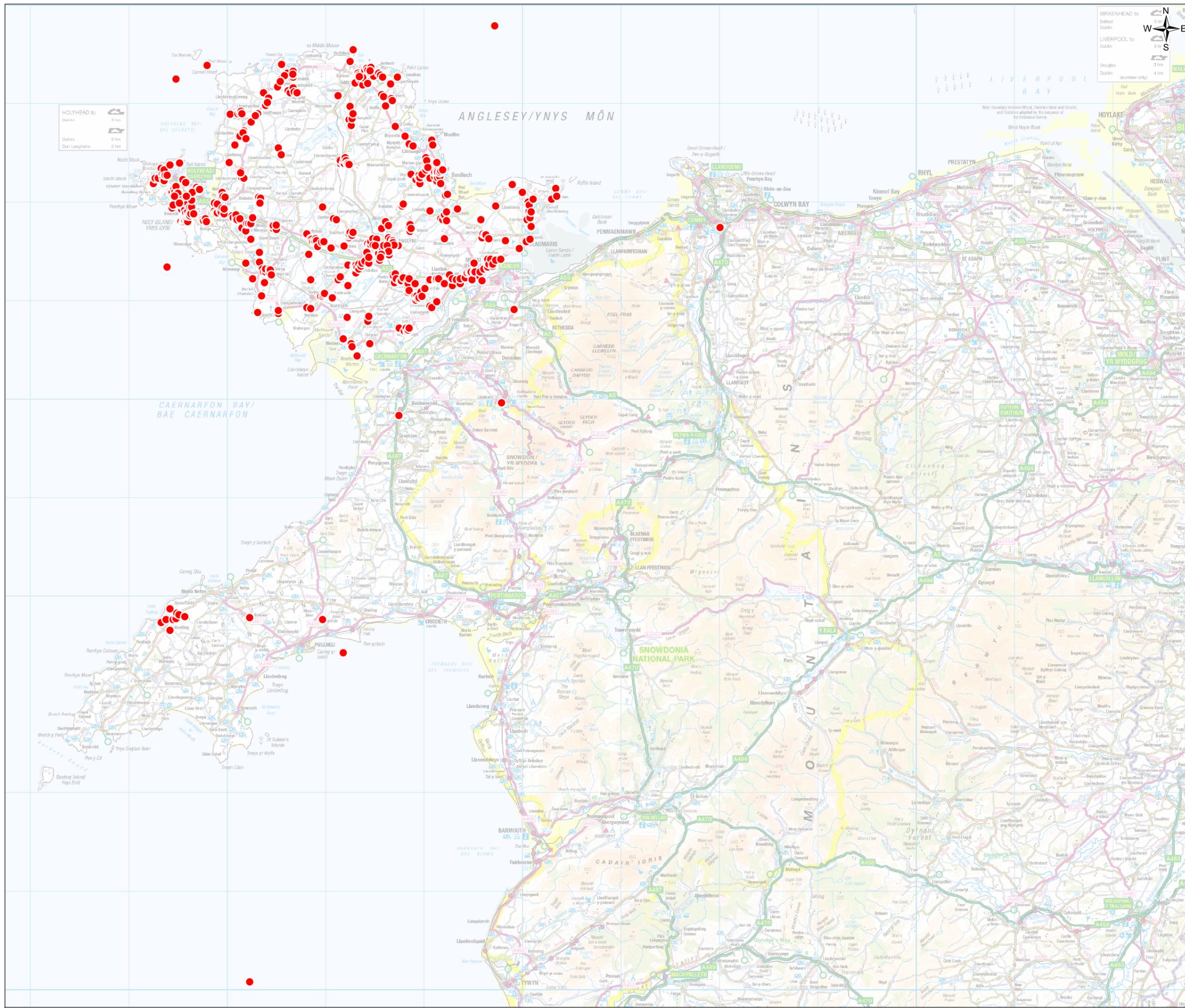
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## **Appendix 4-1    Figure PR-1 ‘Stage 1 – Long List Sites’**

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**FIGURE PR-1**

**Legend**  
 ● Identified site



0	NOV 17	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
Client		<b>HORIZON</b> NUCLEAR POWER				
Project		WYLF A NEWYDD PROJECT SITE SELECTION				
Drawing Title		STAGE 1 - LONG-LIST SITES				
Scale @ A3	1:375,000	DO NOT SCALE				
Jacobs No.	60PO8077					
Client No.						
Drawing No.	60PO8077_DCO_SS_PR_01					



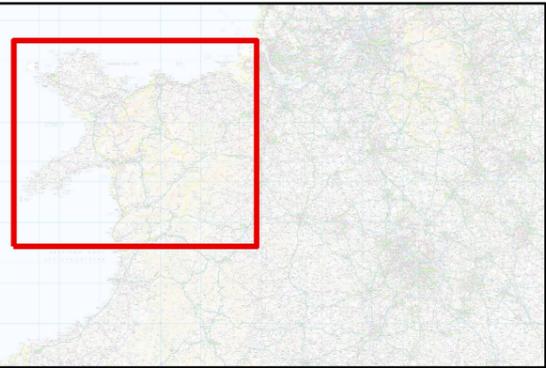
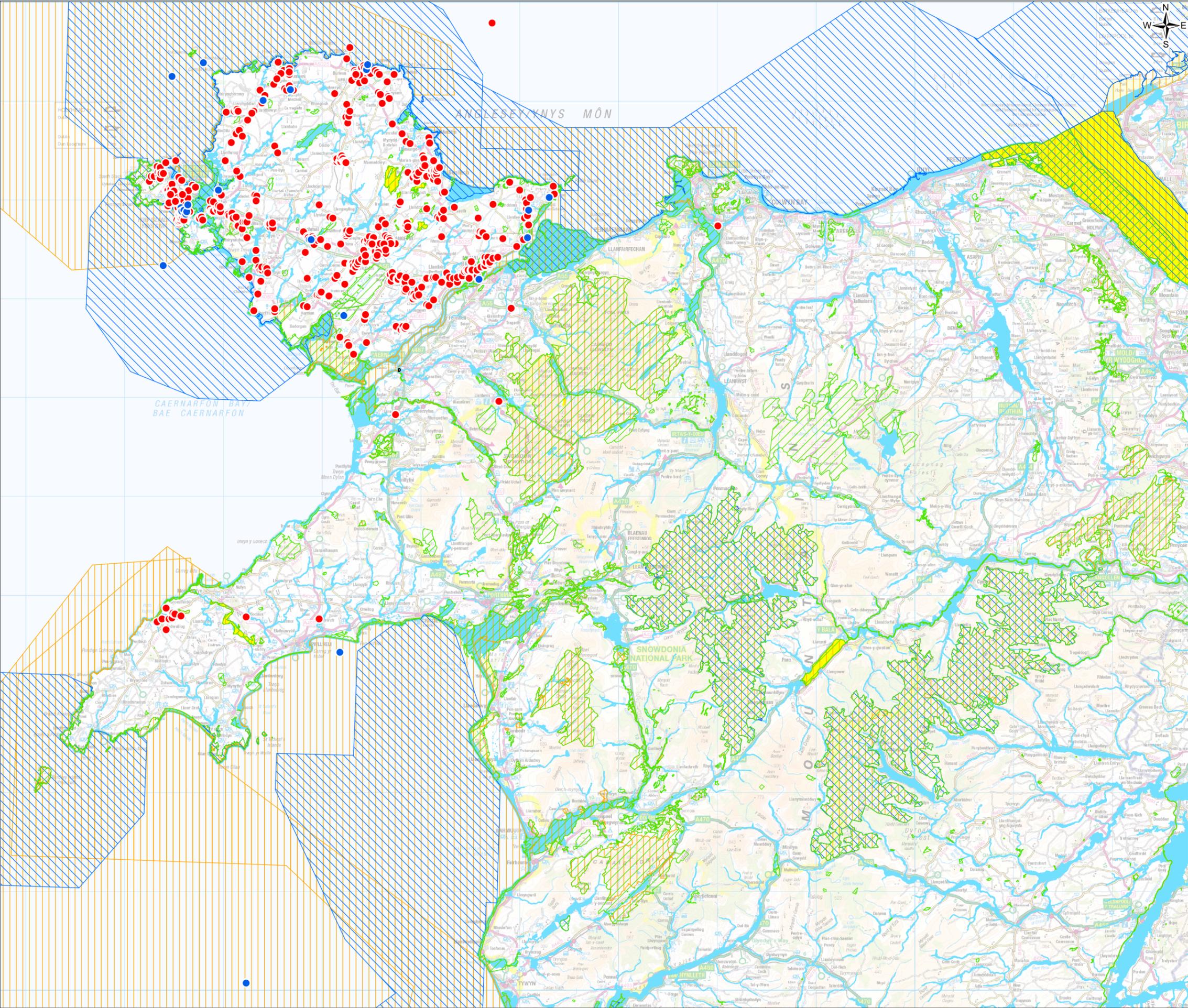
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## **Appendix 4-2    Figure PR-2 ‘Stage 2 – Key Environmental Constraints’**

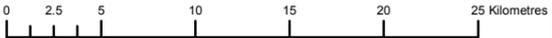
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**FIGURE PR-2**

- Legend**
- Identified site
  - Site no longer suitable
  - Site of Special Scientific Interest
  - Special Area of Conservation
  - Special Protection Area
  - Ramsar
  - TAN15 Flood Zone C2
  - World Heritage Site



0	NOV 17	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
Client		<b>HORIZON</b> NUCLEAR POWER				
Project		WYLFA NEWYDD PROJECT SITE SELECTION				
Drawing Title		STAGE 2 – KEY ENVIRONMENTAL CONSTRAINTS				
Scale @ A3	1:375,000	DO NOT SCALE				
Jacobs No.	60PO8077					
Client No.						
Drawing No.	60PO8077_DCO_SS_PR_02					



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## **Appendix 4-3    Figure PR-3 ‘Stage 3 - Broad Area of Search’**

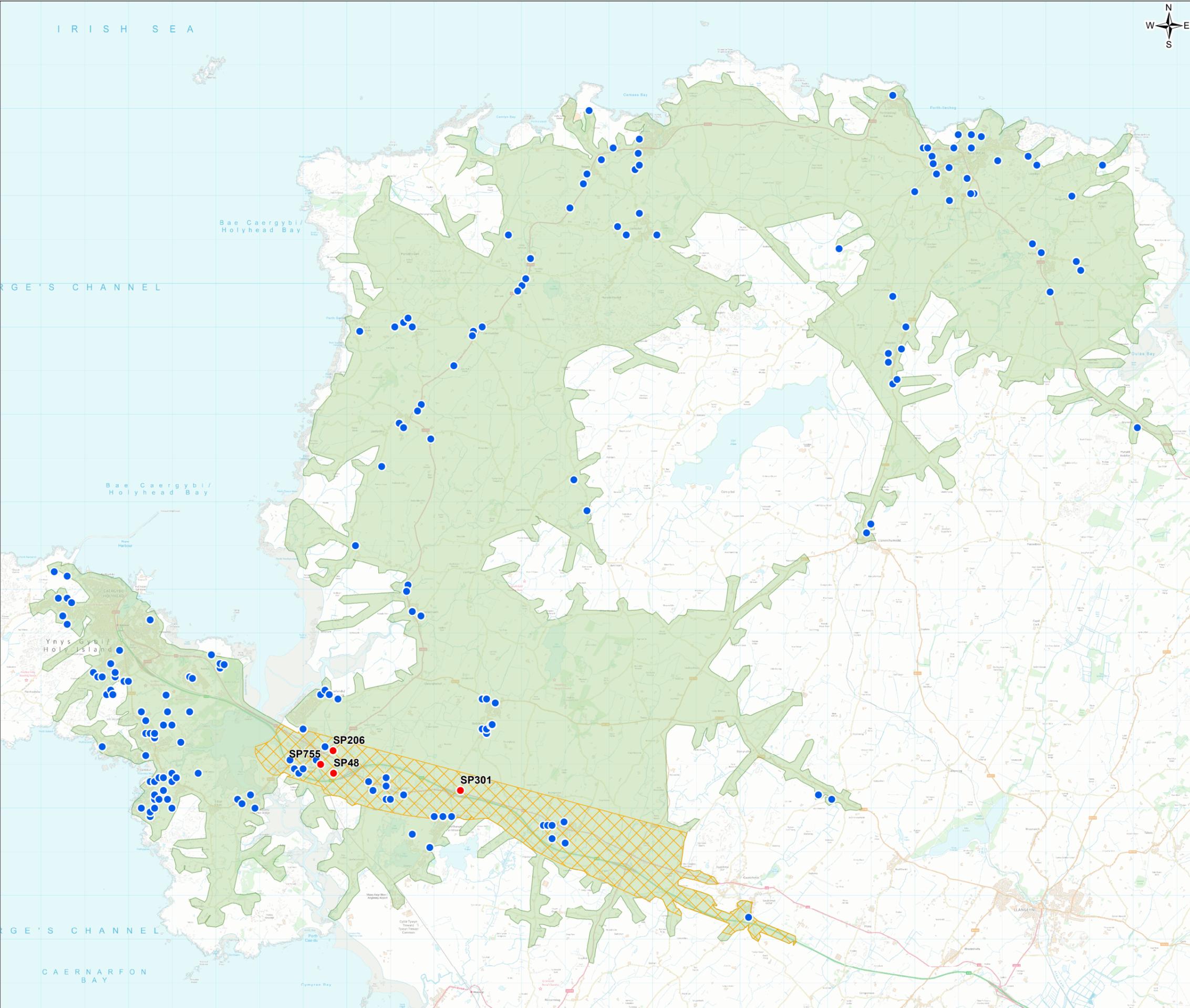
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**FIGURE PR-3**



**Legend**

- Identified site
- Site no longer suitable
- Broad Area of Search
- Park and Ride search area



0	NOV 17	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
Client		<b>HORIZON</b> NUCLEAR POWER				
Project		WYLFA NEWYDD PROJECT SITE SELECTION				
Drawing Title		STAGE 3A – OPERATIONAL PRE-REQUISITES				
Scale @ A3	1:85,000	DO NOT SCALE				
Jacobs No.	60PO8077					
Client No.						
Drawing No.	60PO8077_DCO_SS_PR_03					

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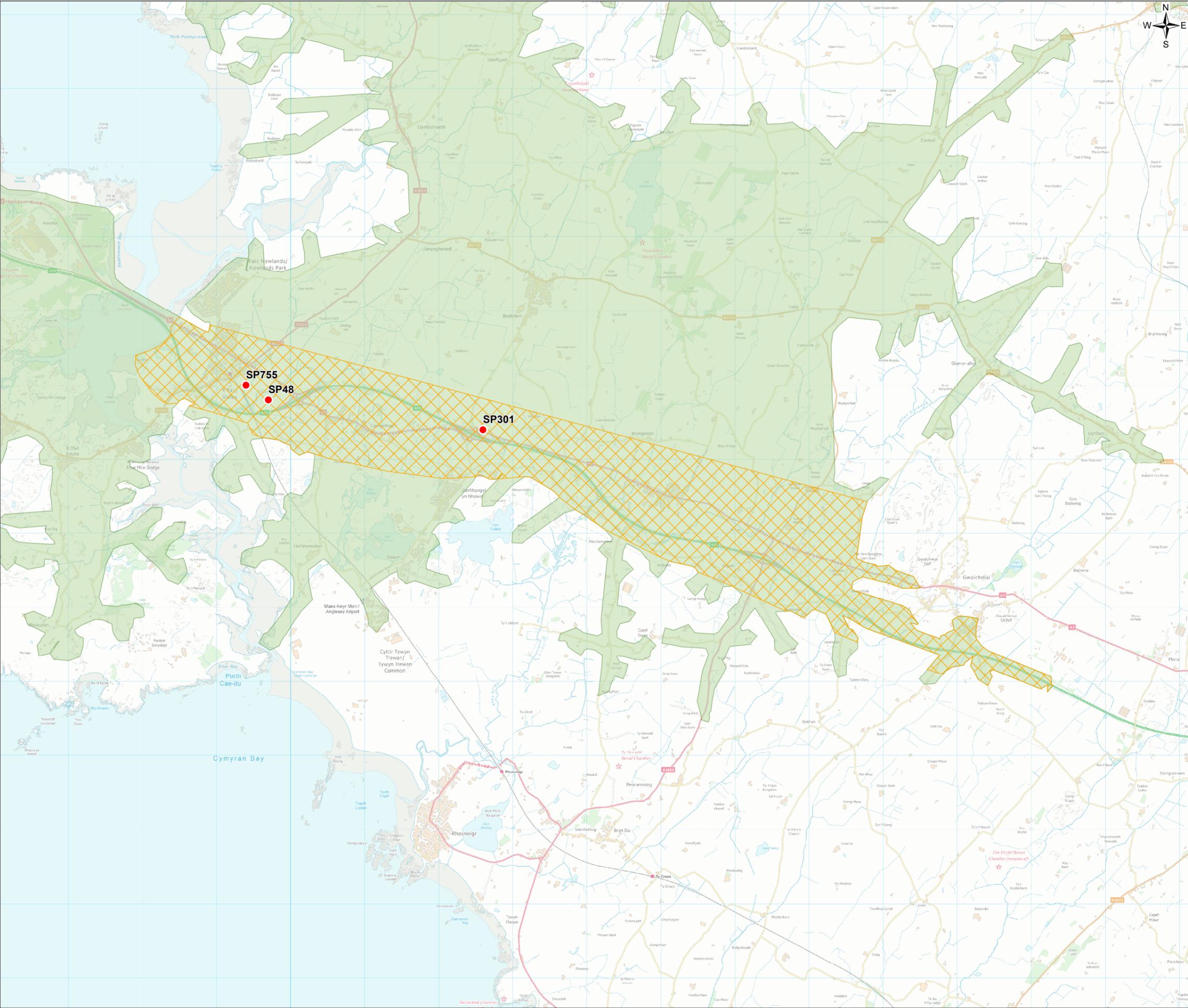
## **Appendix 5-1 Figure PR-4 ‘Stage 4 – Short-Listed Sites’**

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**FIGURE PR-4**

**Legend**

- Identified site
- Broad Area of Search
- Park and Ride search area



0	NOV 17	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
Client		<b>HORIZON</b> NUCLEAR POWER				
Project		WYLFA NEWYDD PROJECT SITE SELECTION				
Drawing Title		STAGE 4 – SHORT-LISTED SITES				
Scale @ A3	1:50,000		DO NOT SCALE			
Jacobs No.	60PO8077					
Client No.						
Drawing No.	60PO8077_DCO_SS_PR_04					



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## **Appendix 5-2 Figure PR-A1 ‘Park and Ride Shortlisted Site SP301’**

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**FIGURE PR-A1**



**Legend**

Site Boundary



**Note:**  
The boundaries shown here are for the purposes of identifying the sites assessed during the site selection process only. There may therefore be inconsistencies with other DCO drawings and they should not be used for any other purpose.



0	JAN 18	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

Client  
**HORIZON**  
NUCLEAR POWER

Project  
WYLFA NEWYDD PROJECT  
SITE SELECTION

Drawing Title  
PARK AND RIDE SHORTLISTED SITE  
SP301

Scale @ A3: 1:7,500 DO NOT SCALE

Jacobs No. 60PO8077

Client No.

Drawing No. 60PO8077\_DCO\_SS\_PR\_A01

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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## **Appendix 5-3 Figure PR-A2 ‘Park and Ride Shortlisted Sites SP48 and SP755’**

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**FIGURE PR-A2**

**Legend**

Site Boundary

**Note:**  
The boundaries shown here are for the purposes of identifying the sites assessed during the site selection process only. There may therefore be inconsistencies with other DCO drawings and they should not be used for any other purpose.



0	JAN 18	Initial Issue	AD	JBG	SL	SM
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

Client  
**HORIZON**  
NUCLEAR POWER

Project  
WYLFA NEWYDD PROJECT  
SITE SELECTION

Drawing Title  
PARK AND RIDE SHORTLISTED SITES  
SP48 AND SP755

Scale @ A3 1:7,500 DO NOT SCALE

Jacobs No. 60PO8077

Client No.

Drawing No. 60PO8077\_DCO\_SS\_PR\_A02

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## **Appendix 6-1      Stage 4: SP301 Land adj Dalar Hir**

SP301 Dalar Hir

Criteria		RAG rating	Assessment	Comments
1	Previously developed	<ul style="list-style-type: none"> <li>All of the site is previously developed land (green)</li> <li>Part of the site is previously developed land (amber)</li> <li>None of the site is previously developed land (red)</li> </ul>		The site comprises greenfield agricultural land, aside from a vacant farmhouse.
2	Flood risk	<ul style="list-style-type: none"> <li>Low risk (A) (green)</li> <li>Medium risk (B) (amber)</li> <li>High risk (C) (red)</li> </ul>		Flood Zone A (low risk).
3	Living Conditions	<ul style="list-style-type: none"> <li>Unlikely to result in a significant adverse effect (green)</li> <li>Potential to result in significant adverse effect (amber)</li> <li>Likely Significant adverse effect (red)</li> </ul>		A residential care home and Bryngoleu farmhouse (residential receptors) are situated in close proximity to the site; however, the site is larger than required and so in principle it should be possible to mitigate some of these impacts through design.
4	Access	<ul style="list-style-type: none"> <li>No known constraints (green)</li> <li>Minor constraints (amber)</li> <li>Major constraints (red)</li> </ul>		Directly adjacent to Junction 4 of the A55.
5	Ground conditions	<ul style="list-style-type: none"> <li>Negligible contamination or instability likely (green)</li> <li>Minor contamination or instability likely (amber)</li> <li>Major contamination or instability likely (red)</li> </ul>		The site is largely agricultural land and as such is likely to require minimal remediation.
6	National landscape designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		The site is outside of the AONB.
7	Local environmental designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		None within or adjacent to the site.

SP301 Dalar Hir

Criteria		RAG rating	Assessment	Comments
8	National or international environmental designations (not including landscape)	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		None within or adjacent to the site.
9	Designated heritage assets	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		There are no heritage assets in close proximity.
10	Mineral safeguarding	<ul style="list-style-type: none"> <li>Not within safeguarded area (green)</li> <li>Partially within safeguarded area (amber)</li> <li>Wholly within safeguarded area (red)</li> </ul>		The site is not safeguarded.
11	Legacy Potential	<ul style="list-style-type: none"> <li>Identified potential for a legacy use (green)</li> <li>No identified potential for a legacy use (red)</li> </ul>		An appropriate legacy use has not yet been determined.
12	Agricultural Land Classification	<ul style="list-style-type: none"> <li>Grade 4 or 5 (green).</li> <li>Grade 3 (amber)</li> <li>Grade 1 or 2 (red)</li> </ul>		The site is classified as Grade 3.
13	Visual impact	<ul style="list-style-type: none"> <li>Negligible/minor visual impact likely (green)</li> <li>Moderate impact likely (amber)</li> <li>Major impact likely (red)</li> </ul>		Site generally flat and located in open countryside.
14	Does the shape of the site constrain development?	<ul style="list-style-type: none"> <li>No – ample space for all development (green)</li> <li>Possible – irregular shape but reasonable available space (Amber)</li> <li>Yes – irregular shape and close to site size criterion limit (red)</li> </ul>		The site has no shape constraints.
15	Consultation feedback	<ul style="list-style-type: none"> <li>Largely positive (green)</li> <li>Balanced feedback or no feedback received (amber)</li> <li>Largely negative (red)</li> </ul>		The feedback recorded some support for the site. However, there was also negative feedback. This included several stakeholders stating that a single park and ride site on Anglesey may not be sufficient for predicted demand, particularly for workers travelling

SP301 Dalar Hir

Criteria		RAG rating	Assessment	Comments
				from the mainland.
16	Would the site adversely impact Welsh language and culture?	<ul style="list-style-type: none"> <li>• Yes (green)</li> <li>• Neutral (amber)</li> <li>• No (red)</li> </ul>		The site is not situated within a settlement and there would be suitable facilities available on-site.
17	Availability	<ul style="list-style-type: none"> <li>• Available – held by developer/ willing owner/ public sector/ on the market (green)</li> <li>• Unknown (amber)</li> <li>• Complex / multiple ownership or subject to ransom strip (red)</li> </ul>		The site is under Horizon ownership. The site was available on reasonable commercial terms.
18	Commercial viability	<ul style="list-style-type: none"> <li>• Good viability and achievability (green)</li> <li>• Moderate viability and achievability (amber)</li> <li>• Poor viability and achievability (red)</li> </ul>		The site is under Horizon ownership and the proposal is considered to be commercially viable.

## **Appendix 6-2      Stage 4: SP48 Tir Ty Mawr Land**

SP48 Tir Ty Mawr

Criteria		RAG rating	Assessment	Comments
1	Previously Developed	<ul style="list-style-type: none"> <li>All of the site is previously developed land (green)</li> <li>Part of the site is previously developed land (amber)</li> <li>None of the site is previously developed land (red)</li> </ul>		The site comprises greenfield undeveloped agricultural land.
2	Flood risk	Low risk (A) (green) Medium risk (B) (amber) High risk (C) (red)		The site lies partially within Flood Zone C1. However, in excess of 6.45ha of the site is located outside of Flood Zone C1; therefore, a sufficient amount of land not subject to this constraint could be provided.
3	Living Conditions	<ul style="list-style-type: none"> <li>Unlikely to result in a significant adverse effect (green)</li> <li>Potential to result in significant adverse effect (amber)</li> <li>Likely Significant adverse effect (red)</li> </ul>		Site generally remote from existing residential properties, although the Ty Mawr Farmhouse bed and breakfast lies to the south of the site, beyond the A55.
4	Access	<ul style="list-style-type: none"> <li>No known constraints (green)</li> <li>Minor constraints (amber)</li> <li>Major constraints (red)</li> </ul>		Adjacent to Junction 3 of the A55.
5	Ground conditions	<ul style="list-style-type: none"> <li>Negligible contamination or instability likely (green)</li> <li>Minor contamination or instability likely (amber)</li> <li>Major contamination or instability likely (red)</li> </ul>		The site is largely agricultural land and as such is likely to require minimal remediation.
6	National landscape designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		The site is adjacent to the AONB. The railway line to the west forms the AONB boundary.
7	Local environmental designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		None within or adjacent to the site.

## SP48 Tir Ty Mawr

Criteria		RAG rating	Assessment	Comments
8	National or international environmental designations (not including landscape)	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (<b>green</b>)</li> <li>Adjacent (<b>amber</b>)</li> <li>Within designation (<b>red</b>)</li> </ul>	<b>Green</b>	None within or adjacent to the site.
9	Designated heritage assets	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (<b>green</b>)</li> <li>Adjacent (<b>amber</b>)</li> <li>Within designation (<b>red</b>)</li> </ul>	<b>Green</b>	The Grade II Listed Pencaledog Farmstead lies to the east of the site beyond the Junction 3 of the A55. Number of other listed buildings in surrounding area (Pont Traeth Cleifiog, Valley Station Signal Box). These sites are not expected to be adversely affected.
10	Mineral safeguarding	<ul style="list-style-type: none"> <li>Not within safeguarded area (<b>green</b>)</li> <li>Partially within safeguarded area (<b>amber</b>)</li> <li>Wholly within safeguarded area (<b>red</b>)</li> </ul>	<b>Green</b>	The site is not safeguarded.
11	Legacy Potential	<ul style="list-style-type: none"> <li>Identified potential for a legacy use (<b>green</b>)</li> <li>No identified potential for a legacy use (<b>red</b>)</li> </ul>	<b>Red</b>	An appropriate legacy use has not yet been determined.
12	Agricultural Land Classification	<ul style="list-style-type: none"> <li>Grade 4 or 5 (<b>green</b>).</li> <li>Grade 3 (<b>amber</b>)</li> <li>Grade 1 or 2 (<b>red</b>)</li> </ul>	<b>Green</b>	The site is classified as Grade 4.
13	Visual impact	<ul style="list-style-type: none"> <li>Negligible/minor visual impact likely (<b>green</b>)</li> <li>Moderate impact likely (<b>amber</b>)</li> <li>Major impact likely (<b>red</b>)</li> </ul>	<b>Yellow</b>	Site generally flat and located in open countryside. Site is adjacent to the AONB and therefore views into and out of the AONB are an important consideration.
14	Does the shape of the site constrain development	<ul style="list-style-type: none"> <li>No – ample space for all development (<b>green</b>)</li> <li>Possible – irregular shape but reasonable available space (<b>Amber</b>)</li> <li>Yes – irregular shape and close to site size criterion limit (<b>red</b>)</li> </ul>	<b>Yellow</b>	The site is an irregular shape if the areas within Flood Zone C1 are discounted. However, there is reasonable space available.
15	Consultation feedback	<ul style="list-style-type: none"> <li>Largely positive (<b>green</b>)</li> <li>Balanced feedback or no feedback received (<b>amber</b>)</li> <li>Largely negative (<b>red</b>)</li> </ul>	<b>Yellow</b>	No comments were received regarding this site option. The rating is therefore non-determinative.

**SP48 Tir Ty Mawr**

Criteria		RAG rating	Assessment	Comments
16	Support and enhance the Welsh language and culture?	<ul style="list-style-type: none"> <li>• Yes (green)</li> <li>• Neutral (amber)</li> <li>• No (red)</li> </ul>		The site is not situated within a settlement and there would be suitable facilities available on-site.
17	Availability	<ul style="list-style-type: none"> <li>• Available – held by developer/ willing owner/ public sector/ on the market (green)</li> <li>• Unknown (amber)</li> <li>• Complex / multiple ownership or subject to ransom strip (red)</li> </ul>		The sites availability is currently not known.
18	Commercial viability	<ul style="list-style-type: none"> <li>• Good viability and achievability (green)</li> <li>• Moderate viability and achievability (amber)</li> <li>• Poor viability and achievability (red)</li> </ul>		The site is not owned by Horizon and commercial viability is not known.

## **Appendix 6-3      Stage 4: SP755 Land Near Ynys Wen**

## SP755 Ynys Wen

Criteria		RAG rating	Assessment	Comments
1	Previously Developed	<ul style="list-style-type: none"> <li>All of the site is previously developed land (green)</li> <li>Part of the site is previously developed land (amber)</li> <li>None of the site is previously developed land (red)</li> </ul>		The site comprises previously undeveloped agricultural land.
2	Flood risk	<ul style="list-style-type: none"> <li>Low risk (A) (green)</li> <li>Medium risk (B) (amber)</li> <li>High risk (C) (red)</li> </ul>		Entirely within Zone C1.
3	Living Conditions	<ul style="list-style-type: none"> <li>Unlikely to result in a significant adverse effect (green)</li> <li>Potential to result in significant adverse effect (amber)</li> <li>Likely Significant adverse effect (red)</li> </ul>		Site directly adjacent to residential development in Valley, abutting the rear of residential gardens. Whilst these impacts may be capable of mitigation, the very close proximity suggests significant potential for adverse impacts on residential amenity.
4	Access	<ul style="list-style-type: none"> <li>No known constraints (green)</li> <li>Minor constraints (amber)</li> <li>Major constraints (red)</li> </ul>		Requires travel a short distance (approximately 500m) to the A55 junction.
5	Ground conditions	<ul style="list-style-type: none"> <li>Negligible contamination or instability likely (green)</li> <li>Minor contamination or instability likely (amber)</li> <li>Major contamination or instability likely (red)</li> </ul>		The site is largely agricultural land and as such is likely to require minimal remediation.
6	National landscape designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		The site is adjacent to the AONB. The railway line to the west forms the AONB boundary.
7	Local environmental designations	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		None within or adjacent to the site.

## SP755 Ynys Wen

Criteria		RAG rating	Assessment	Comments
8	National or international environmental designations (not including landscape)	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		None within or adjacent to the site.
9	Designated heritage assets	<ul style="list-style-type: none"> <li>Not within the designation and not adjacent (green)</li> <li>Adjacent (amber)</li> <li>Within designation (red)</li> </ul>		Within 60m of the north western boundary of the site are two Grade II Listed Buildings, namely the Valley Station Signal Box and Station Main Building. Due to the existing surrounds the new development proposals are not considered to impact the setting.
10	Mineral safeguarding	<ul style="list-style-type: none"> <li>Not within safeguarded area (green)</li> <li>Partially within safeguarded area (amber)</li> <li>Wholly within safeguarded area (red)</li> </ul>		The site is not safeguarded.
11	Legacy Potential	<ul style="list-style-type: none"> <li>Identified potential for a legacy use (green)</li> <li>No identified potential for a legacy use (red)</li> </ul>		An appropriate legacy use has not yet been determined.
12	Agricultural Land Classification	<ul style="list-style-type: none"> <li>Grade 4 or 5 (green).</li> <li>Grade 3 (amber)</li> <li>Grade 1 or 2 (red)</li> </ul>		The site is classified as Grade 4.
13	Visual impact	<ul style="list-style-type: none"> <li>Negligible/minor visual impact likely (green)</li> <li>Moderate impact likely (amber)</li> <li>Major impact likely (red)</li> </ul>		Site generally flat and located in countryside adjoining a settlement. Whilst it is expected to have a visual impact, the neighbouring settlement is likely to reduce the impact.
14	Does the shape of the site constrain development	<ul style="list-style-type: none"> <li>No – ample space for all development (green)</li> <li>Possible – irregular shape but reasonable available space (Amber)</li> <li>Yes – irregular shape and close to site size criterion limit (red)</li> </ul>		The site is an irregular shape; however there is reasonable available space.
15	Consultation feedback	<ul style="list-style-type: none"> <li>Largely positive (green)</li> <li>Balanced feedback or no feedback received (amber)</li> </ul>		No comments were received regarding this site option. The rating is therefore non-determinative.

SP755 Ynys Wen

Criteria		RAG rating	Assessment	Comments
		<ul style="list-style-type: none"> <li>Largely negative (<b>red</b>)</li> </ul>		
16	Support and enhance the Welsh language and culture?	<ul style="list-style-type: none"> <li>Yes (<b>green</b>)</li> <li>Neutral (<b>amber</b>)</li> <li>No (<b>red</b>)</li> </ul>		The site is not situated within a settlement and there would be suitable facilities available on-site.
17	Availability	<ul style="list-style-type: none"> <li>Available – held by developer/ willing owner/ public sector/ on the market (<b>green</b>)</li> <li>Unknown (<b>amber</b>)</li> <li>Complex / multiple ownership or subject to ransom strip (<b>red</b>)</li> </ul>		The sites availability is currently not known.
18	Commercial viability	<ul style="list-style-type: none"> <li>Good viability and achievability (<b>green</b>)</li> <li>Moderate viability and achievability (<b>amber</b>)</li> <li>Poor viability and achievability (<b>red</b>)</li> </ul>		The site is not owned by Horizon and commercial viability is not known.