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Attachments: [8.8 Marine Works sub-CoCP.PDF](#)
[8.7 Main Power Station Site sub-CoCP.PDF](#)
[8.9 Off-Site Power Station Facilities sub-CoCP.pdf](#)
[8.10 Park and Ride sub-CoCP.PDF](#)
[8.13 Wylfa Newydd Code of Operational Practice.pdf](#)

Good Evening

Please find attached Horizon's Deadline 2 submissions relating to :

- Marine Works sub-CoCP
- Main Power Station Site sub-CoCP
- Off-site Power Station Facilities sub-CoCP
- Park and Ride sub-CoCP
- Wylfa Newydd Code of Operational Practice

Kind Regards

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Wylfa Newydd Project

8.10 Park and Ride sub-CoCP

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Executive Summary

This document forms the sub-CoCP for the Park and Ride within the Wylfa Newydd DCO Project. It covers the construction, operation and decommissioning phases of the Park and Ride, as these activities take place during the construction phase for the Power Station and identifies site-specific measures to mitigate construction works.

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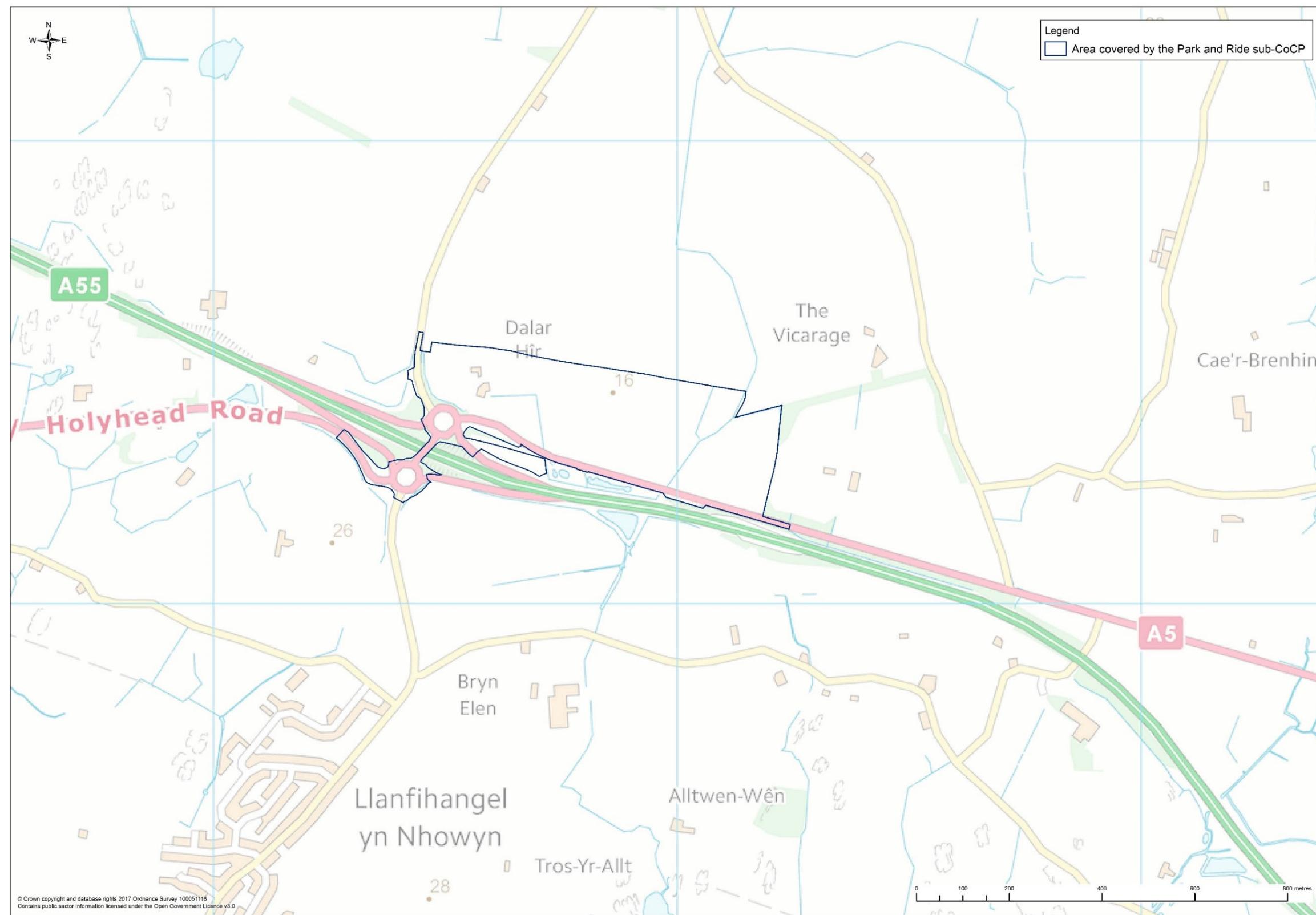
1 Introduction

- 1.1.1 As the Wylfa Newydd DCO Project covers a number of discrete locations, the overarching Wylfa Newydd Code of Construction Practice (CoCP) (APP-414) covers project-wide aspects of the Wylfa Newydd DCO Project regardless of site/location. Sub-CoCPs are provided for each location and underpin the Wylfa Newydd CoCP (APP-414). Sub-CoCPs provide only the requirements relevant to that location.
- 1.1.2 This document forms the sub-CoCP for the Park and Ride facility within the Wylfa Newydd DCO Project. It covers the construction, operation and decommissioning phases of the Park and Ride, as these activities take place during the construction phase for the Power Station.
- 1.1.3 A plan of the location of the Park and Ride site is shown in figure 1-1.
- 1.1.4 The principal works associated with this sub-CoCP are as follows:
 - development of site compound;
 - construction of perimeter construction fencing and permanent fencing;
 - site clearance;
 - soil stripping, storage and re-use;
 - excavations;
 - drainage and utilities works;
 - construction and landscaping of the Park and Ride;
 - operation of the Park and Ride; and
 - decommissioning of the Park and Ride.
- 1.1.5 Site-specific measures to mitigate the effects of the construction works are detailed within this sub-CoCP. Where the requirements of construction practice are covered adequately by the Wylfa Newydd CoCP (APP-414), those requirements are not repeated in this sub-CoCP. Therefore, where no site-specific measures are specified here, reference should be made to the Wylfa Newydd CoCP (APP-414). In the event of a conflict between the Wylfa Newydd CoCP (APP-414) and this sub-CoCP, the commitments in this sub-CoCP prevail.
- 1.1.6 This sub-CoCP sets out the site-specific requirements to be complied with, covering the following aspects of the Wylfa Newydd DCO Project construction:
 - communications and community and stakeholder liaison;
 - general site management;
 - traffic and transport;
 - public access management;
 - air quality;
 - noise and vibration;

- waste and materials management (including soils and land contamination);
- water management;
- ecology and landscape management; and
- cultural heritage.

1.1.7 This Park and Ride sub-CoCP should be read together with the Wylfa Newydd CoCP (APP-414) to understand the full suite of controls for the Park and Ride.

Figure 1-1 Park and Ride site boundary



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2 Approach to environmental management

2.1 General

2.1.1 This section is included here to maintain the structure of this sub-CoCP in accordance with the Wylfa Newydd CoCP (APP-414), in order to enable easier cross-referencing between the two documents and other sub-CoCPs. Refer to section 2 of the Wylfa Newydd CoCP (APP-414) for full information on Horizon's approach to environmental management which is consistent across the Wylfa Newydd DCO Project.

3 Communications and community/stakeholder liaison management strategy

3.1 General

- 3.1.1 Horizon's communications and community/stakeholder liaison management strategy is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 3.1.2 The general mitigation controls to be implemented for communications and community/stakeholder liaison are described in section 3 of the Wylfa Newydd CoCP (APP-414).
- 3.1.3 There are no further site-specific controls in relation to communications and community/stakeholder liaison for this sub-CoCP.

4 General site management strategy

4.1 General

- 4.1.1 Horizon's site management strategy is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 4.1.2 The general mitigation controls to be implemented for site management are described in section 4 of the Wylfa Newydd CoCP (APP-414).
- 4.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

4.2 Working hours

- 4.2.1 Normal working hours for the construction and decommissioning of the Park and Ride will be:
 - Monday to Friday: 08:00 to 18:00; and
 - Saturday: 08:00 to 13:00.
- 4.2.2 No works are proposed during the evening periods or during Saturday afternoons, Sundays, or Bank Holidays.
- 4.2.3 If construction work is required at these sites outside these hours, this will be identified by Horizon and justified in the Section 61 Control of Pollution Act 1974 application which will be made to the Isle of Anglesey County Council (IACC) in advance of the works.
- 4.2.4 The main hours of Park and Ride operation will be from 06:00 to 20:00, but the facility will be in operation up to 24 hours a day, seven days a week during the peak construction period of the Power Station.

4.3 Site lighting

Operation

- 4.3.1 Lighting of the Park and Ride during operation will be to the minimum lux level required in accordance with 'Park Mark' standards and BS 5489-1:2013 – Code of practice for the design of road lighting [RD1].

4.4 Promotion of health and well-being

Operation

- 4.4.2 During operation of the Park and Ride, Horizon will provide information at waiting areas to promote health and well-being, including occupational health and hygiene and good worker conduct.

4.5 Site decommissioning

- 4.5.1 Once no longer required, and on the basis that no subsequent planning permission is granted for a future use, the Park and Ride site would be

decommissioned and returned to agricultural land use. Reinstatement will seek to restore the original field pattern, and would be in accordance with a reinstatement environmental management plan.

4.5.2 If decommissioning takes place in one phase, it is expected that this would take 12 months. Phased decommissioning may be possible. Key decommissioning activities would include but are not limited to:

- formation of demolition site compound;
- demolition plant mobilisation and traffic movements;
- demolition and removal of temporary structures and services; and
- breaking up of concrete and surfacing if required.

4.5.3 Buried utilities would not be removed.

5 Traffic and transport management strategy

5.1 General

- 5.1.1 Horizon's traffic and transport management strategy is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 5.1.2 The general mitigation controls to be implemented for traffic and transport are described in section 5 of the Wylfa Newydd CoCP (APP-414).
- 5.1.3 In addition, the measures below outline specific measures to be implemented during operation of the Park and Ride.

5.2 Construction haulage

- 5.2.1 Any topsoil to be removed from site during construction will be transported using heavy goods vehicles used to bring in other material (for example Type 1 material). Empty heavy goods vehicles will not be brought onto site to remove topsoil for appropriate off-site disposal.

5.3 Shuttle buses

- 5.3.1 Shuttle buses will be provided between the Park and Ride and construction sites at the Power Station Site, the Off-site Power Station Facilities, Logistics Centre, and A5025 Off-line Highway Improvements to reduce the number of private vehicle movements to and from the Wylfa Newydd Development Area.
- 5.3.2 There are no further site-specific mitigation measures for the Park and Ride relating to traffic and transportation, other than those contained in other sections of this document relating to specific aspects of traffic and transportation (such as air quality).

5.4 Access arrangements

- 5.4.1 Automatic Number Plate Recognition (ANPR) scanning will be used at the Park and Ride entrance to ease traffic flows and ensure the vehicles can enter and exit in a timely manner.

6 Public access management strategy

6.1 General

- 6.1.1 Horizon's public access management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 6.1.2 The general mitigation controls to be implemented for public access are described in section 6 of the Wylfa Newydd CoCP (APP-414).
- 6.1.3 All Horizon's permanent and temporary signs at the Park and Ride will be in Welsh and English during construction, operation and decommissioning.
- 6.1.4 Horizon will ensure resident, visitor and medical service access to the Gwyddfor Residential Home and Cartio Môn Go Karting centre is maintained at all times throughout the construction, operation and decommissioning period.
- 6.1.5 Horizon will ensure access to Ysgol Uwchradd Bodedern school is maintained at all times throughout the construction, operation and decommissioning periods.
- 6.1.6 There are no further site-specific requirements in relation to public access for this sub-CoCP.

7 Air quality management strategy

7.1 General

- 7.1.1 Mitigation to reduce pollutant emissions is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 7.1.2 The general mitigation controls to be implemented for air quality are described in section 7 of the Wylfa Newydd CoCP (APP-414).
- 7.1.3 In addition, the measures below outline specific measures to be implemented during construction of the Park and Ride.

7.2 Dust emissions

- 7.2.1 Horizon will avoid explosive blasting, using appropriate manual or mechanical alternatives.
- 7.2.2 Horizon will undertake dust deposition monitoring at two locations close to the nearest human receptors to the east and north-east of the site boundary, or the nearest possible secure location. These monitoring locations will be agreed with the local authority.
- 7.2.3 Being retrospective, the dust deposition monitoring will form a secondary control mechanism to the primary monitoring control mechanisms (i.e. regular on-site and off-site inspection, recording of dust complaints and the subsequent responses to any issues identified by these processes) and will be used to:
 - provide a quantification of the dust deposition to support the primary monitoring controls and good practice dust mitigation and control measures;
 - assist in identifying specific work areas or processes where refinements are required to the working practices and dust controls;
 - corroborate dust complaints which occurred during the sampling period; and
 - understand if there are smaller or more gradual longer-term increases in dust deposition which may lead to loss of amenity and result in complaints.
- 7.2.4 The following checks and reviews will be implemented by the person or team responsible for the environmental monitoring once the dust deposition data have been received from the laboratory, collated and an exceedance of the amber or red trigger identified:
 - check the observations in the laboratory test report for anything unusual about the sample which indicates it may not be valid;
 - review the on-site and off-site visual inspection records to check if these identified any visible dust emissions from site activities or any noticeable

dust deposition at off-site locations, and correlate these to the monitoring location(s) with the dust deposition trigger exceedance(s);

- review the complaints log to check if there were complaints of dust during the sampling period and if these are in areas represented by the monitoring location(s) (or downwind of these areas) with the dust deposition trigger exceedance(s);
- review the actions undertaken in response to the visual inspections and dust complaints and the specific outcomes of those actions;
- if needed, review the meteorological conditions for the sampling period (e.g. wind speed and direction, rainfall and general observations) and if there were weather conditions which could potentially increase dust emissions from the site (e.g. very dry conditions with high wind speeds);
- record the outcome of the above review, for example using the following options (other outcomes are possible):
 - another localised or regional source was the likely cause of the elevated dust deposition measurements – no further action;
 - site activities or sources were the likely cause of the elevated dust deposition measurements;
 - the measured elevated dust deposition rate(s) was likely due to specific site activities or sources which were identified via the primary monitoring control mechanisms (i.e. visual inspections or dust complaints) and was addressed at the time of occurrence;
 - there were no obvious or discernible site activities or sources which were identified via the primary monitoring control mechanisms (i.e. there were no visual inspections or dust complaints which highlighted the potential for elevated dust deposition rates at or close to the monitoring locations which recorded the elevated dust deposition rates).

7.2.5 The IACC will be informed of the outcome of the review and, if required, further discussions would be arranged with the IACC to review existing and future site operations and agree the extent of further review or actions. This would be informed by consideration of key statistics such as the trend in the measured dust deposition rates, the trend or pattern of complaints in relation to site operations (if any) or other related metrics or information which could inform the review process (e.g. the proposed schedule of works and activity levels in the areas closest to the measured elevated dust deposition rates).

7.3 Air quality reporting

7.3.1 Regular air quality monitoring reports will be made to the IACC and Natural Resources Wales (NRW). These reports will contain a summary of the dust deposition monitoring results and key statistics for the monitoring period, number and type of complaints received and a summary of actions taken to resolve any issues. The report will also be made available online to be viewed

by other parties and members of the public in line with the Wylfa Newydd engagement framework – see the Wylfa Newydd CoCP (APP-414).

7.3.2 The reports will be issued on a monthly basis. The frequency of the reporting will be kept under review with the IACC and NRW and may reduce in frequency based on the potential for adverse air quality effects or if the monitoring data, including visual inspections and complaints data, support this.

8 Noise and vibration management strategy

8.1 General

- 8.1.1 Horizon's noise and vibration management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 8.1.2 The general mitigation controls to be implemented for noise and vibration, which would also apply during site decommissioning, are described in section 8 of the Wylfa Newydd CoCP (APP-414).
- 8.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

8.2 Noise and vibration control measures

- 8.2.1 Monitoring at locations representative of noise-sensitive receptors during construction will ensure noise levels remain within the permitted levels under the Section 61 approval. The Section 61 application will set out the thresholds and details of the monitoring programme including monitoring equipment, locations, frequency and duration of measurement and personnel skills required. The proposed monitoring programme is likely to involve a combination of continuous and short-term spot check measurements, and review of these initial results to determine if ongoing monitoring is required. All monitoring results will be made available to the IACC.
- 8.2.2 In choosing the location of the contractor's compound, the distance between noise sources and noise-sensitive receptors will be taken into account and increased as far as reasonably practicable. This will ensure that noise levels from activities within the contractor's compound will be reduced at sensitive receptors.

8.3 Operation

- 8.3.1 Good practice measures will be implemented during the operation of the Park and Ride, including:
 - where practicable, buses will wait with their engines switched off;
 - buses will not wait on the public highway; and
 - the use of horns will not be permitted for any vehicles for non-emergency situations (e.g. to signal the attention of Park and Ride staff upon arrival).
- 8.3.2 The programme for monitoring operational noise at the Park and Ride facility will be established and agreed with IACC prior to commencement of operation. It is anticipated that monitoring will likely include off-site spot check noise surveys at receptors, and some on-site monitoring near particular noise sources at long-term intervals. Initial monitoring would be carried out quarterly, with results reviewed to determine if the frequency of monitoring should be adjusted.

9 Waste and materials management strategy

9.1 General

- 9.1.1 Horizon's waste and materials management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and this sub-CoCP.
- 9.1.2 The general mitigation controls to be implemented for waste and materials are described in section 9 of the Wylfa Newydd CoCP (APP-414).
- 9.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

9.2 Land contamination

- 9.2.1 Good practice mitigation during construction will include the implementation of a number of measures to reduce risks to human health and the environment. These will include the measures set out below.
 - A ground investigation with appropriate sampling for chemical analysis will be undertaken prior to construction, followed by a risk assessment. If the risk assessment identifies the need for remediation, a remediation strategy will be prepared in accordance with the requirements of *Contaminated Land Report 11: Model Procedures for the Management of Land Contamination* [RD2]. Any remediation will be designed to mitigate risks from contamination and reduce effects to receptors during construction and operation.
 - A contamination watching brief will be carried out by suitably qualified and experienced personnel during excavation works so that any areas of unexpected contamination will be identified as soon as practicable.

10 Water management strategy

10.1 General

- 10.1.1 Horizon's water management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 10.1.2 The general mitigation controls to be implemented for water are described in section 10 of the Wylfa Newydd CoCP (APP-414).
- 10.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

10.2 Construction

- 10.2.1 To protect water quality and reduce impacts on fluvial geomorphology, suitably demarcated buffer zones will be established adjacent to the following watercourses:
 - a 15m buffer zone along either side of the Nant Dalar Hir; and
 - a 10m buffer zone on either side of drainage ditches.

10.3 Operation

Pollution prevention

- 10.3.1 Surface water drainage from all car parking areas where there is a potential of leaks of fuels, oils or other liquids will incorporate attenuation and appropriate pollution treatment. Permeable paving with a granular sub-base and geotextile will be used, to divert water through an oil-water interceptor prior to discharge to the Nant Dalar Hir.
- 10.3.2 The on-site sewage treatment plant will be designed to treat water to appropriate standards as set out in the consenting conditions of the Environmental Permit, and will be fitted with monitoring controls to check discharge quality and if necessary prevent discharge of water that does not meet the limits of the Environmental Permit.
- 10.3.3 There will be no bulk fuel storage or refuelling on site.
- 10.3.4 Operational pollution prevention controls will include the following measures.
 - Regular inspection, maintenance and management of oil interceptors and the drainage system. In particular, this would focus on removing any silt or other debris build-up in the drainage and interceptors to ensure that they function as designed.
 - Regular inspection of the parking area for fuel and oils. This would include a visual inspection across all parking areas to look for any oil sheen or staining that could indicate contamination that would require mitigation.

- Implementation of a spill response and clean-up procedure to prevent pollution of watercourses. This would follow guidance provided by NRW in Guidelines for Pollution Prevention 21 [RD3].

10.4 Culvert inspection (construction and operation)

10.4.1 All culvert apparatus within the site boundary will be periodically inspected for potential blockages. Debris found would be removed from the culvert to remove the potential for blockages.

11 Ecology and landscape management strategy

11.1 General

- 11.1.1 Horizon's ecology and landscape management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 11.1.2 The general mitigation controls to be implemented for ecology and landscape are described in section 11 of the Wylfa Newydd CoCP (APP-414).
- 11.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

11.2 Site-specific requirements

- 11.2.1 Hedgerows, trees (including root protection zones) and walls will be retained and protected wherever practicable.
- 11.2.2 In order to avoid any breaches of legislation protecting habitats and species, the following measures will be implemented.
- 11.2.3 With the exception of Ditch 7, all remaining ditches and streams within the boundary of the Park and Ride will be retained and protected by a 15m machinery/plant exclusion zone surrounding watercourses to mitigate impacts on water quality. Where works within this zone are required, e.g. for drainage infrastructure installation, appropriate risk assessments and method statements will be prepared to limit impacts, prior to works commencing within this zone, which will be completed in the presence of an Ecological Clerk of Works (ECoW).
- 11.2.4 Works compounds, storage sites, access roads and construction work will be located/carried out at an agreed minimum distance from water features as advised by an ECoW.
- 11.2.5 The height of topsoil storage mounds will be limited to 2m, in order to reduce potential visual impact and potential adverse impacts on topsoil quality, and its suitability for re-use.
- 11.2.6 Horizon will undertake quarterly landscape site inspections for a 5-year period, followed by annual inspection for a second 5-year period (total 10 years) in order to ensure landscaping has established appropriately. In the event that these inspections identify that planting has not established, replacement planting on a like for like basis will be undertaken at the first available planting season.

11.3 Badgers

- 11.3.1 Horizon's ECoW will conduct a pre-construction survey to identify any active badger setts.
- 11.3.2 A buffer zone of 30m will be established around a known existing badger sett in the north of the site.

- 11.3.3 Within buffer zones around badger setts, use of heavy plant machinery will not take place. Where work cannot be avoided, only hand tools will be used in accordance with appropriate risk assessments and method statements, and in the presence of an ECoW.
- 11.3.4 Badger will be protected from accidental entrapment during the construction phase by ensuring that there are escape routes provided from excavations at all times. This will include covering excavations overnight where possible. Where this is not possible, trenches will have shallow sloped ends until they are filled in, or rough planks will be left to act as ramps to allow badger to climb out.
- 11.3.5 If active badger setts are discovered, and if a sett closure is required, a licence from NRW will be required. Badgers are protected by law under the Protection of Badgers Act 1992.

11.4 Bats

- 11.4.1 A pre-demolition bat survey will be carried out for any building to be demolished. This will take place in accordance with best practice guidance and will consist of a dusk emergence survey followed by a dawn re-entry survey, before demolition is due to take place. If no bats are recorded leaving or entering the building, then it will be demolished that day. If bats are recorded using the building, then demolition will be postponed until a European Protected Species Mitigation Licence is obtained.

11.5 Water vole

- 11.5.1 Pre-construction surveys will be completed by an ECoW before any works in close proximity to habitats with the potential to support water vole. If required, avoidance measures will involve the micro-siting of works to not disturb places of water vole shelter or refuge. Should this not be possible, NRW will be consulted with regard to the need to obtain a Conservation Licence to allow works to go ahead.

11.6 Otter

- 11.6.1 Pre-construction surveys will be completed by an ECoW before any works in close proximity to habitats with the potential to support otter. If required, avoidance measures will involve the micro-siting of works to not disturb areas including any otter holts or laying-up sites. Should this not be possible, NRW will be consulted with regard to the need to obtain a European Protected Species Mitigation Licence to allow works to go ahead.

12 Cultural heritage management strategy

12.1 General

- 12.1.1 Horizon's cultural heritage management is based on the requirements set out in the Wylfa Newydd CoCP (APP-414) and any further controls set out in this sub-CoCP.
- 12.1.2 The general mitigation controls to be implemented for cultural heritage are described in section 12 of the Wylfa Newydd CoCP (APP-414).
- 12.1.3 The specific measures to be implemented during construction of the Park and Ride are outlined below in table 12-1.

Table 12-1 Mitigation treatment per cultural heritage asset

Asset	Mitigation
Possible burnt mound (Asset 14)	Archaeological excavation of the heritage asset. Excavation would be undertaken in accordance with the Standard and guidance for archaeological excavation from the Chartered Institute for Archaeologists [RD4] and a Written Scheme of Investigation (WSI) and agreed with Gwynedd Archaeological Planning Service (GAPS).
Dalar Hir Burnt Mound, Pits, Ditches and Postholes (Asset 18)	Archaeological excavation of the heritage asset. Excavation would be undertaken in accordance with the Standard and guidance for archaeological excavation from the Chartered Institute for Archaeologists [RD4] and a WSI and agreed with GAPS.
Burnt mound, pits and linear features (Asset 15)	Archaeological excavation of the heritage asset. Excavation would be undertaken in accordance with the Standard and guidance for archaeological excavation from the Chartered Institute for Archaeologists [RD4] and a WSI and agreed with GAPS.
Former Clawdd (Asset 2)	Photographic survey
Fieldscape, Central Eastern Mon (HLT 1)	Photographic survey. Photographic survey would be undertaken in accordance with relevant guidance [RD5, RD6] and a WSI and agreed with GAPS.
Boundary Wall adjacent to Telford A5 road (Asset 1)	Level 1 Historic Building Recording [RD6]. The Level 1 Historic Building Recording would be undertaken in accordance with relevant guidance [RD4, RD5, RD7] and a WSI which would be agreed with GAPS.
Dalar Hir Farmstead (Asset 4)	Level 1 Historic Building Recording (Historic England, 2016). The Level 1 Historic Building

Asset	Mitigation
	Recording would be undertaken in accordance with relevant guidance [RD4, RD5, RD7] and a WSI which would be agreed with GAPS.
Dalar Hir Burnt Mound and Ditches (Asset 13)	Establishing environmental buffer zones around the assets.

13 References

Table 13-1 Schedule of references

ID	Reference
RD1	British Standards Institution. 2013. <i>BS 5489-1:2013 – Code of practice for the design of road lighting</i> . London: British Standards Institution.
RD2	Environment Agency and Department for Environment, Food and Rural Affairs. 2004. <i>Contaminated Land Report 11: Model Procedures for the Management of Land Contamination</i> . Bristol: Environment Agency.
RD3	Natural Resources Wales, 2017. <i>GPP 21: Pollution Incident Response Plans</i> [online] Available from: http://www.netregs.org.uk/media/1436/gpp-21-final.pdf
RD4	Chartered Institute for Archaeologists. 2014. <i>Standard and guidance for archaeological excavation</i> . [Online] [Accessed: January 2018]. Available from: http://www.archaeologists.net/sites/default/files/CIfAS&GExcavation_1.pdf
RD5	Gwynedd Archaeological Planning Service (GAPS). 2015. <i>Guidance for applicants undertaking general photographic surveys for planning purposes</i> . [Online] [Accessed: 15 January 2017]. Available from: https://content.historicengland.org.uk/images/books/publications/understanding-archaeology-of-landscapes/heag142-understanding-archaeology-of-landscapes.pdf
RD6	Historic England. 2017. <i>Understanding the Archaeology of Landscapes: A guide to good recording practice</i> . London: English Heritage. [Online] [Accessed: 9 May 2017]. Available from: https://content.historicengland.org.uk/images/books/publications/understanding-archaeology-of-landscapes/understandingthearchaeologyoflandscapes.pdf
RD7	Historic England. 2016. <i>Understanding Historic Buildings: A Guide to Good Recording Practice</i> . [Online] [Accessed: January 2018]. Available from: https://historicengland.org.uk/images/books/publications/understanding-historic-buildings/