

Wylfa Newydd Project

8.11 Logistics Centre sub-CoCP

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Executive Summary

This document forms the sub-CoCP for the Logistics Centre for the Wylfa Newydd DCO Project. It covers the construction, operation and decommissioning phases of the Logistics Centre, 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) [REP2-031] 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 [REP2-031]. Sub-CoCPs provide only the standards and measures relevant to that location.

1.1.2 This document forms the sub-CoCP for the Logistics Centre at Parc Cybi for the Wylfa Newydd DCO Project. It covers the construction, operation and decommissioning phases of the Logistics Centre at Parc Cybi, and sets out the site-specific measures including working hours, site layout and workforce.

1.1.3 A plan of the location of the 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 Logistics Centre;
- operation of the Logistics Centre; and
- decommissioning of the Logistics Centre (to include the removal of scanning and inspection equipment, kiosks, security and welfare buildings).

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 [REP2-031], those controls 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 [REP2-031]. In the event of a conflict between the Wylfa Newydd CoCP [REP2-031] 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:

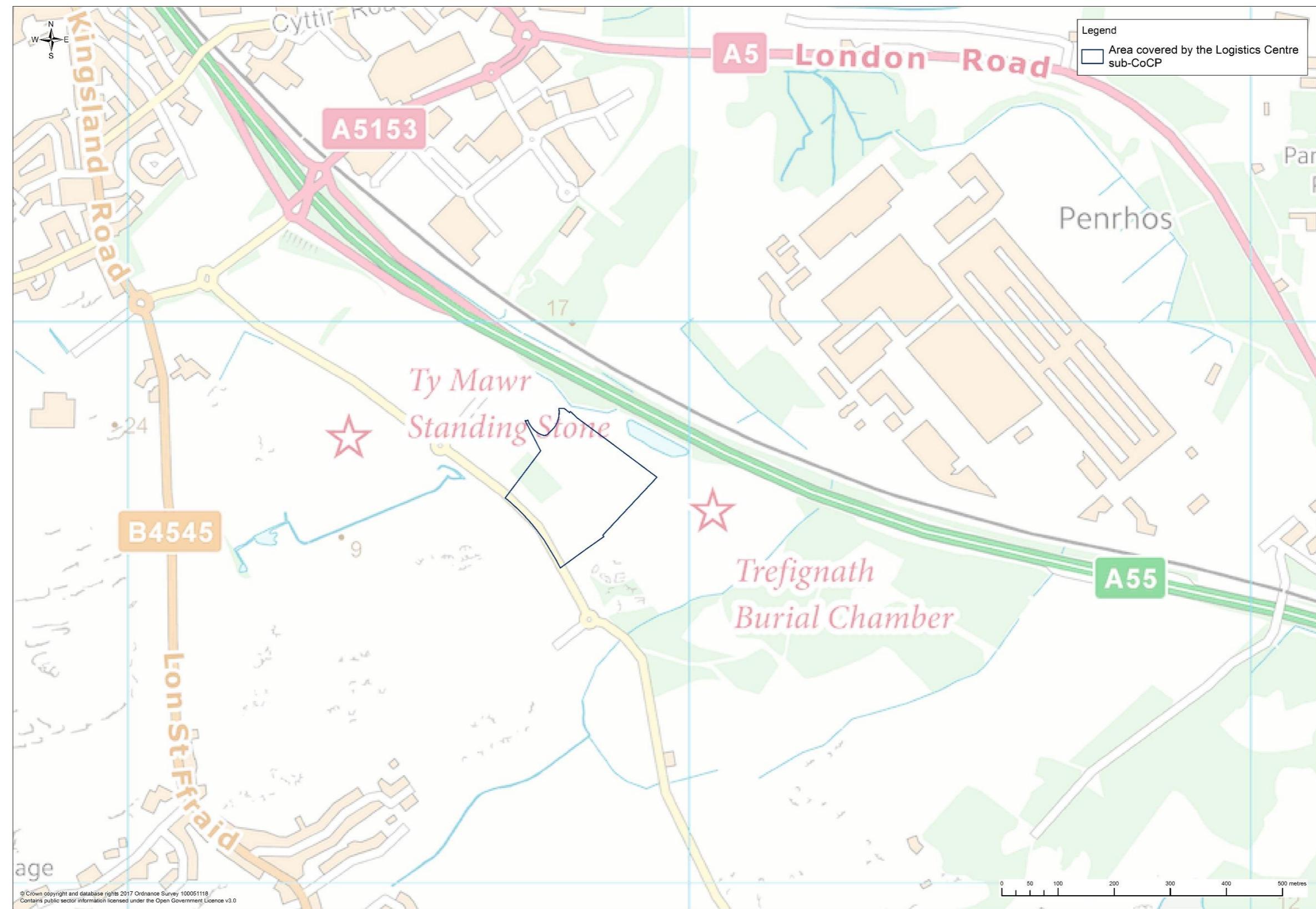
- communications and community and stakeholder liaison;
- general site management;
- traffic and transport;
- public access management;
- air quality;
- noise and vibration;

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

1.1.7 This sub-CoCP should be read together with the Wylfa Newydd CoCP [REP2-031] to understand the full suite of controls for the Logistics Centre.

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Figure 1-1 Logistics Centre Order Limits



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2 Approach to environmental management

2.1 General

2.1.1 This section is included to maintain the structure of this sub-CoCP in accordance with the Wylfa Newydd CoCP [REP2-031], in order to enable easier cross-referencing between the two documents and other sub-CoCPs. Refer to section 2 of the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031] 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 [REP2-031].
- 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 upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031].
- 4.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Logistics Centre.

4.2 Pre-construction activities: Unexploded Ordnance

- 4.2.1 A detailed Unexploded Ordnance desk study was commissioned for the site, as the preliminary desk study indicated a moderate risk of Unexploded Ordnance. Prior to undertaking any works on the Logistics Centre site, Horizon will undertake a magnetometer survey across the Logistics Centre site to further investigate the potential for Unexploded Ordnance via non-intrusive methods.
- 4.2.2 Horizon will ensure an Explosive Ordnance Disposal (EOD) engineer is present on-site during the shallow intrusive works in the south-east of the site, where existing hardcore is present, to provide support during monitoring works using visual recognition and instrumentation, immediate response, and providing advice to staff including safety and awareness briefings.
- 4.2.3 The area where the EOD engineer is required is shown in figure 4-1.

4.3 Promotion of health and well-being

Operation

- 1.1.1 During operation of the Logistics Centre, Horizon will provide information at the welfare building to promote health and well-being, including occupational health and hygiene and good worker conduct. The welfare building at the Logistics Centre will include education and awareness-raising materials targeted at the lorry drivers using the Logistics Centre. The materials will cover road safety, cultural and health promotion issues, linking with wider occupational health measures for the Wylfa Newydd DCO Project. Frequently updated multi-media and information leaflets could be used.

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Figure 4-3 Area where EOD engineer required



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4.4 Working hours

4.4.1 There will be no construction and decommissioning works at the Logistics Centre outside of the following working hours in accordance with the daytime normal hours set out in BS5228-1 *Code of practice for noise and vibration control on construction and open sites* [RD1]:

- Monday to Friday: 07:00 to 19:00; and
- Saturday: 07:00 to 13:00.

4.4.2 No construction works are proposed during the evening and/or night-time periods or during Saturday afternoons, Sundays, Bank Holidays and Public Holidays (which consist of New Year's Day, Good Friday, Easter Monday, Christmas Day and Boxing Day).

4.4.3 If Horizon identifies that construction works are or are likely to be required at the Logistics Centre site outside of the working hours specified in 4.4.1, Horizon will apply to the IACC for consent under section 61 of the Control of Pollution Act 1974 to undertake those construction works. No such construction works may be undertaken prior to section 61 consent being granted by IACC.

4.4.4 The Logistics Centre will be operational up to 24 hours a day, seven days a week during the construction period of the Power Station Site.

4.5 Site lighting

4.5.1 Prior to commencement of the Logistics Centre, Horizon will prepare and submit for approval a Construction Lighting Scheme in accordance with the Requirements in Schedule 3 and Schedule [21] of the Draft DCO. The Construction Lighting Scheme approved pursuant to the DCO Requirements (or any approved variations) will be implemented for the duration of the construction period.

5 Traffic and transport management strategy

5.1 General

- 5.1.1 Horizon's traffic and transport management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031].
- 5.1.3 If the delivery of the Logistics Centre is delayed beyond the date specified in the Phasing Strategy [REP4-014], Horizon would work with the IACC to identify suitable alternative traffic management arrangements which would provide similar beneficial facilities to the proposed Logistics Centre until the Logistics Centre opens.
- 5.1.4 In addition, the measures below outline specific measures to be implemented during construction and operation of the Logistics Centre.

5.2 Deliveries management

- 5.2.1 The establishment and operation of a Logistics Centre between Valley and Holyhead, where deliveries to the Power Station Site are managed effectively, is central to Horizon's strategy to control HGV deliveries to site and manage impacts on the local road network. An integrated Distribution Management Asset Tracking System (DMATS) will be used to monitor, manage and control deliveries to site and will likely comprise three elements:
 - a Delivery Booking System;
 - a Vehicle Tracking System; and
 - an Asset Tracking System.
- 5.2.2 A DMATS is a collection of applications contained within a single electronic system designed to monitor, manage and control an entire distribution network efficiently and reliably. The Delivery Booking System will allow Horizon's contractors and other users requiring delivery of items to site to pre-book entry, typically 24 hours in advance.
- 5.2.3 HGVs will register and wait at the Logistics Centre ready to fulfil their reserved delivery slot. HGVs parked at the Logistics Centre will be held until the appropriate agreed delivery time. The Logistics Centre will provide a location for holding HGVs in the event of an emergency and/or a traffic incident.
- 5.2.4 The Vehicle Tracking System will monitor HGV movements from source, to the Logistics Centre and then to site and provides delivery assurance.
- 5.2.5 The Asset Tracking System will enable the tracking of delivery items (maximising delivery items per HGV), the ability to pinpoint individual items quickly, efficiently and holistically from source to site, and provide accurate information to all contractors as well as clear accountability for material and goods ownership.

5.2.6 The DMATS will include appropriate use of technology such as barcoding, Global Positioning System tracking and just-in-time delivery systems and will allow capacity optimisation and maximise the efficacy of the overall system.

5.2.7 HGV deliveries would be allocated a time slot and associated delivery period when they should arrive at the Logistics Centre. The sequence of activities during this delivery period is as follows:

- Vehicle arrives at the site and queues up on the access road within the footprint but before the security kiosk.
- Delivery documentation is checked and authorised, vehicle drives through security and is directed to scanner or inspection bay.
- Vehicle is accepted, vehicle is tagged and driver is issued delivery documents, a departure time and is allocated a holding bay number, holding bay waiting time and, if required, directed to the inspection area.
- At the allotted time, the vehicle leaves the Logistics Centre and drives directly to the Power Station Site.

5.2.8 Day-to-day traffic movements of HGVs will be managed by the Traffic and Logistics team via the DMATS.

Delivery Management System

5.2.9 Deliveries to the Wylfa Newydd DCO Project will be controlled by a Delivery Management System. The Delivery Management System will be used to achieve the following objectives:

- regulate arrival of HGVs directly to site or via the Logistic Centre by providing a set number of slots; and
- ensure HGV arrivals do not exceed the agreed limits set in the Draft DCO (other than in exceptional circumstances).

5.2.10 The Traffic and Logistics Team will manage the Delivery Management System and will plan future deliveries based on the project schedule and the limits set in the Draft DCO. All bookings will be approved or rejected by the Traffic and Logistics Team before the delivery schedule for each day is finalised.

5.2.11 For suppliers making regular or frequent deliveries, appropriate slots will be booked or blocked out on the Delivery Booking System.

6 Public access management strategy

6.1 General

- 6.1.1 Horizon's public access management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] and any further controls set out in this sub-CoCP.
- 6.1.2 The general mitigation controls to be implemented for traffic and transport are described in section 6 of the Wylfa Newydd CoCP [REP2-031].
- 6.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Logistics Centre.

6.2 Site-specific requirements

Construction

- 1.1.1 Access along the shared use cycleway/footway that runs along the north side of the spine road for Parc Cybi industrial estate and Lôn Trefignath cycle path for cyclists and pedestrians will be maintained throughout construction.
- 6.2.1 All signage for the shared use cycleway/footway that runs along the north side of the spine road for Parc Cybi industrial estate removed during demolition of the existing site entrance will be placed in a suitable position during the construction and operation of the Logistics Centre.

Operation

- 6.2.2 Bilingual signage will be erected on the Lôn Trefignath as it approaches the site entrance (in both directions) and on the highway at the site entrance and at the site exit, during operation of the Logistics Centre. This will warn pedestrians, cyclists and drivers of the zebra crossing and potential conflicts as traffic moves in and out of the Logistics Centre.

7 Air quality management strategy

7.1 General

- 7.1.1 Horizon's air quality management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031].
- 7.1.3 In addition, the measures below outline specific measures to be implemented during construction of the Logistics Centre.

7.2 Dust emissions

- 7.2.1 On-site haul routes will be inspected for integrity, and any necessary repairs to the surface will be instigated as soon as reasonably practicable.
- 7.2.2 On-site haul routes, or areas regularly traversed by construction plant or vehicles, will be inspected for integrity and any necessary repairs to the surface will be instigated as soon as reasonably practicable.
- 7.2.3 Hard surfaced haul routes will be damped down with fixed or mobile sprinkler systems, or mobile water bowsers, and cleaned regularly.
- 7.2.4 Horizon will avoid explosive blasting, using appropriate manual or mechanical alternatives.
- 7.2.5 An area of hard surfaced road will be constructed between the wheel wash facility and the site exit, wherever site size and layout permits. This would act as a final opportunity to remove remaining dirt and water from the vehicle wheels.
- 7.2.6 Horizon will undertake dust deposition monitoring at one location on the western site boundary. This monitoring location will be agreed with the local authority.
- 7.2.7 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.

7.2.8 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).

7.2.9 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 on-line to be viewed by other parties and members of the public in line with the Wylfa Newydd engagement framework – see the Wylfa Newydd CoCP [REP2-031].
- 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 strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] and any further controls set out in this sub-CoCP.
- 8.1.2 The general mitigation controls to be implemented for noise and vibration are described in section 8 of the Wylfa Newydd CoCP [REP2-031].
- 8.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Logistics Centre.

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 The programme for monitoring operational noise at the Logistics Centre will be established and agreed with the 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.
- 8.2.3 HGV traffic flow and direction within the site will be strictly controlled (reducing the need for HGVs to reverse). Vehicles will be dispatched in a controlled fashion to the Wylfa Newydd Development Area.
- 8.2.4 Good practice mitigation measures during the operation of the Logistics Centre will include the following:
 - where practicable, HGV engines will be switched off, for example whilst queuing to use the scanner facility;
 - HGVs would not wait or queue on the public highway with engines running (unless the engine is required to power the operation of the vehicle, e.g. a concrete wagon); and
 - the use of horns (i.e. to signal the attention of Logistics Centre staff upon arrival) will not be permitted.

9 Waste and materials management strategy, including soils and land contamination

9.1 General

- 9.1.1 Horizon's waste and materials management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] and any further controls set out in 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 [REP2-031].
- 9.1.3 There are no further site-specific controls in relation to waste and materials management for this sub-CoCP.

10 Water management strategy

10.1 General

- 10.1.1 Horizon's water management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031].
- 10.1.3 Horizon will install appropriate drainage on-site prior to construction to manage runoff. This will include sediment settlement ponds and/or appropriate treatment to manage flows and meet water quality thresholds (Environmental Quality Standards). If required, an application would be made for an Environmental Permit, which would set limits on the concentrations of substances which could be discharged to protect the receiving surface water. In addition, the proposed outfall structure may also require an application for an ordinary watercourse consent from the IACC. The need for such applications will be determined after discussions with NRW and the IACC once detailed design is complete.
- 10.1.4 There are no further site-specific requirements in relation to water management for this sub-CoCP.

11 Ecology and landscape management strategy

11.1 General

- 11.1.1 Horizon's ecology and landscape management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] 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 [REP2-031].
- 11.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Logistics Centre.

11.2 Site-specific requirements

- 11.2.1 In order to mitigate potential degradation of suitable habitat for sensitive ecological receptors, construction activities will seek to mitigate the effects of lighting through positioning buildings and construction activities away from habitats of most value to sensitive ecological receptors, as far as practicable.
- 11.2.2 The proposed 2.4m high welded mesh fence around the Logistics Centre will be finished using a visually recessive or otherwise appropriate colour to mitigate potential adverse visual impacts.

11.3 Landscape requirements

- 11.3.1 In order to mitigate potential effects on landscape and visual receptors during construction:
 - the height of topsoil storage mounds will be restricted to 2m, to reduce potential visual impact and reduce potential adverse impacts on topsoil quality and the suitability for re-use; and
 - the construction cabin height will be restricted to two storeys.
- 11.3.2 During operation of the Logistics Centre, a long-term landscape management strategy will be implemented for the duration of Horizon's tenancy to ensure successful establishment of proposed landscaping and long-term viability of planting.
- 11.3.3 Horizon will undertake quarterly landscape site inspections for a five-year period, followed by annual inspection for a second five-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.

11.3.4 The following landscape management techniques will be used as appropriate:

- species-rich grassland - grass cutting and weed control; and
- native hedgerows with trees – pruning, hedge cutting, weed control, treatment of arisings, replanting gaps and accommodating trees when cutting.

11.4 Water vole

11.4.1 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.

11.5 Reptiles

11.5.1 Habitat manipulation will be used to encourage dispersal of reptiles from habitats that will be removed during construction of the Logistics Centre into areas of adjacent habitat that will not be affected by the works.

11.5.2 Supervision of destructive works by an Ecological Clerk of Works to capture any reptiles discovered, and then release them into areas of adjacent habitat (that will not be affected by the works).

12 Cultural heritage management strategy

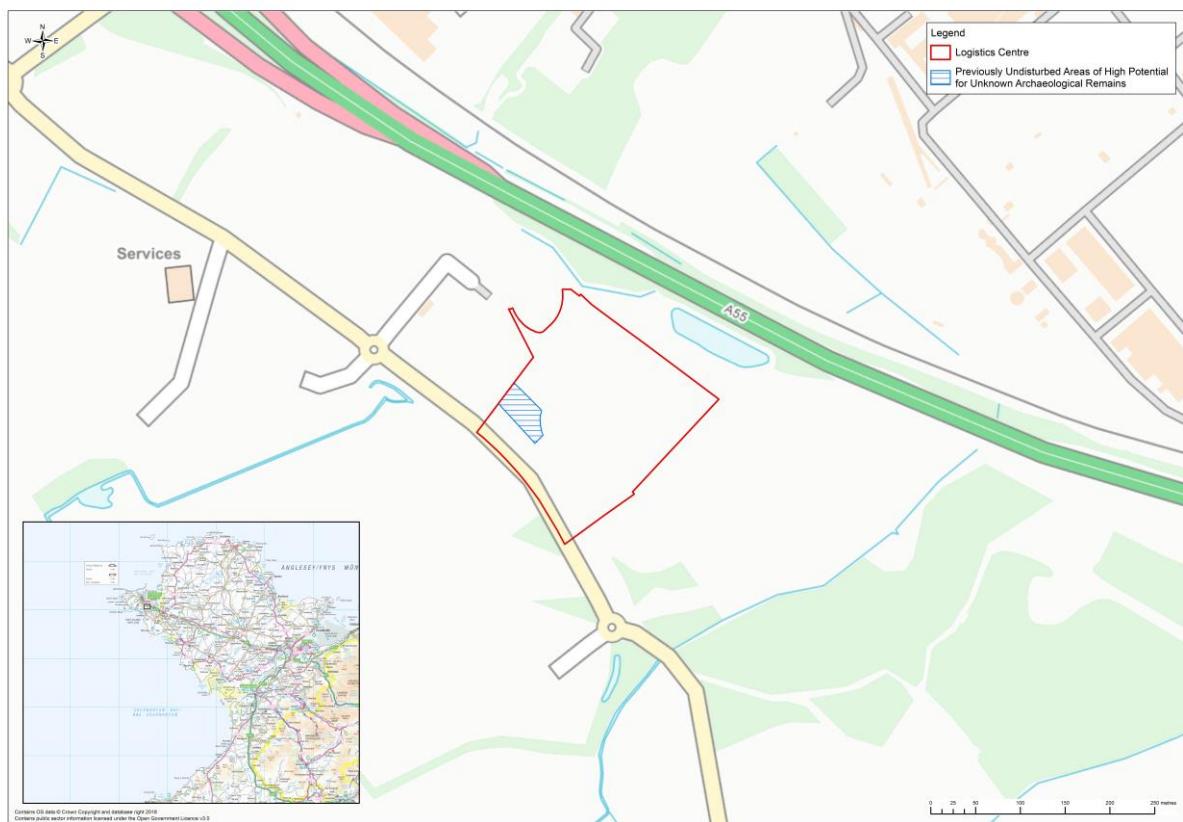
12.1 General

- 12.1.1 Horizon's cultural heritage management strategy is based upon the requirements set out in the Wylfa Newydd CoCP [REP2-031] and 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 [REP2-031].
- 12.1.3 In addition, the measures below outline specific measures to be implemented during construction of the Logistics Centre.

12.2 Site-specific requirements

- 12.2.1 Photographic survey will be undertaken to record the setting and provide a permanent visual record of the current conditions of the Ty Mawr Standing Stone (Asset 22).
- 12.2.2 Photographic survey will be undertaken to record the setting and provide a permanent visual record of the current conditions of the Trefignath Burial Chamber (Asset 21).
- 12.2.3 Any potential adverse effects on unknown archaeological remains that may be present within the previously undisturbed areas of the Logistics Centre site, shown by blue hatching in figure 1-3, will be mitigated by the implementation of an Archaeological Mitigation Scheme.
- 12.2.4 Prior to commencement of the Logistics Centre, Horizon will prepare and submit the Archaeological Mitigation Scheme (including a Written Scheme of Investigation) in accordance with the Requirements in Schedule 3 and Schedule [21] of the Draft DCO. The Archaeological Mitigation Scheme approved pursuant to the DCO Requirements (or any approved variations) will be implemented for the duration of the construction of the Logistics Centre.

Figure 12-3 Previously undisturbed areas of the Logistics Centre site



13 References

Table 13-1 Schedule of references

ID	Reference
RD1	British Standards Institution. 2014. BS 5228-1:2009+A1:2014 <i>Code of practice for noise and vibration control on construction and open sites, Part 1 Noise</i> . London: British Standards Institution.