

Wylfa Newydd Project

Request for Non-Material Change (RfNMC) no.6

Dalar Hir Park and Ride Junction Improvement

PINS Reference Number: EN010007

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Revision 1.0

Examination Deadline 7

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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1 Introduction

1.1 Purpose of this report

- 1.1.1 Horizon Nuclear Power Wylfa Limited (“**Horizon**”) is currently seeking a Development Consent Order to enable the construction, operation and maintenance of the Wylfa Newydd DCO Project (“**Draft DCO application**”), which was submitted and accepted for examination by the Secretary of State for Business, Energy and Industrial Strategy on 28 June 2018. The Draft DCO application is currently in the examination phase.
- 1.1.2 This purpose of this report is to set out Horizon’s formal written request for a non-material change to the DCO application in relation to the design of the junction of the Dalar Hir Park and Ride facility with the A5/A55, which will be in use during the construction phase of the Wylfa Newydd DCO Project (“**the Project**”).
- 1.1.3 Horizon engaged with Isle of Anglesey County Council (“**IACC**”) on the proposed change in response to specific matters raised by the Council in the Local Impact Report (“**LIR**”) submitted at Deadline 2 on Tuesday 4 December 2018 [REP2-079].
- 1.1.4 The non-material change proposed is to remove the internal roundabout at the Park and Ride, and instead to provide a single arm from the existing A5 roundabout at the A5/A55 dumbbell junction (Junction 4), as described in section 2.4 and shown in plan P 60506637/SK/54 in Appendix A. The change is proposed in order to improve junction safety and has the full support of IACC as the local highway authority. No new or different likely significant environmental effects are predicted in relation to the proposed change.
- 1.1.5 This document uses terms and definitions that are taken from and can be seen in the DCO General Glossary [APP-006].

1.2 Scope of this report

- 1.2.1 This report describes the proposed change being sought by Horizon to the DCO application and sets out the environmental appraisal of this proposed change. It includes a statement on any new or different likely significant environmental effects (if any) of the proposed change.
- 1.2.2 This report also includes a summary of the engagement with IACC on the design change, and an explanation as to why further consultation (including public consultation) is not considered necessary.
- 1.2.3 Finally, a ‘schedule of consequential amendments’ is provided (Table 2-1), listing the original application documents (or parts thereof) which will need to be amended by Horizon should the Examining Authority accept the proposed change into examination. Horizon’s objective in compiling this document is to ensure that stakeholders are provided with sufficient information to understand the change and for the Examining Authority to be able to make a decision on whether or not to accept the change into the examination of the DCO application.

1.2.4 However, should the stakeholders or the Examining Authority require any additional information in support of this request, Horizon will endeavour to provide it as soon as possible.

1.3 Non-materiality of the proposed change

1.3.1 In assessing the proposed change, Horizon has had regard to the advice contained in the Planning Inspectorate's Advice Note 16: *How to request a change which may be material* (Version 2, March 2018) [RD1].

1.3.2 In determining whether the proposed change was material or non-material, Horizon reviewed its Environmental Statement [APP-055 to 401] and its associated appendices submitted as part of the DCO application to determine whether or not there were any new or different likely significant effects resulting from the proposed change.

1.3.3 The proposed change has been reviewed and assessed, and has not been found to result in any new or different likely significant environmental effects than those reported in the Environmental Statement. It is also not anticipated that the proposed change to the Dalar Hir Park and Ride junction will result in any new or different likely significant cumulative environmental effects resulting from the interaction with other projects.

1.3.4 The Shadow Habitats Regulations Assessment Report [APP-050/051], has also been considered in light of the proposed change, and Horizon has concluded that the change would not result in a change to the conclusions on effects in that report.

1.3.5 All other assessments submitted as part of the Draft DCO application (e.g. Health Impact Assessment [APP-427]; Welsh Language Impact Assessment [APP-429]; Equality Impact Assessment [APP-434]; and Water Framework Directive Compliance Assessment [APP-444]) would remain unaffected by the proposed change and have therefore not been considered further.

1.3.6 On the basis of the information presented here and in subsequent sections, it is not anticipated that the proposed change alters the Wylfa Newydd DCO Project to such a degree that it is a materially different project.

Cumulative effects

1.3.7 Based on no further effects being identified in the environmental appraisal of the presented change in section 2.4 below, no further assessment of cumulative effects has been undertaken.

1.4 Engagement and consultation on the proposed change

1.4.1 As noted in paragraph 1.1.3 above, the change is proposed in response to highway safety concerns over the Dalar Hir Park and Ride junction, raised by IACC in the LIR (paragraphs 1.2.34 and 1.2.35) submitted at Deadline 2. Accordingly, engagement took place between Horizon and IACC Highways regarding the junction design and a draft alternative design was issued to IACC Highways on 7 February 2019.

- 1.4.2 On 14 February 2019, IACC Highways confirmed the acceptance of revised designs for the access road into the Dalar Hir Park and Ride site, subject to Detailed Design Information being submitted to IACC for approval prior to commencement of works. Further detail of this engagement process is provided in section 2.1 below.
- 1.4.3 Horizon has considered the need for further consultation on the proposed change with reference to the Planning Inspectorate's Advice Note 16: *How to request a change which may be material* (Version 2, March 2018) [RD1]. Figure 2 of the Advice Note shows that if the proposed change is non-material then further consultation is not necessarily required. In this instance, Horizon does not consider that any persons, aside from IACC as the highway authority, are affected by the change. As such, in accordance with Advice Note 16, there are no persons entitled to be consulted or who were consulted on the original application who would be deprived of the opportunity to make any representations on the changed application.
- 1.4.4 Further, at the first Issue Specific Hearing on the proposed Off-Site Power Station Facilities site and Associated Development sites held on Thursday 7 March 2019, Counsel for IACC agreed that there would be no purpose served in consultation, and that the change would not affect anyone other than IACC.
- 1.4.5 Furthermore, Horizon considers that this change is clearly non-material and secures significant benefits in road safety (as set out below); it has been approved by the relevant highway authority, and as such no further consultation is required and the proposed change can be examined as submitted.
- 1.4.6 Horizon appreciates that the acceptance and appropriate procedure for the consideration and examination of this proposed change is entirely at the discretion of the Examining Authority. However, if the Examining Authority is minded to accept the proposed change into the examination, Horizon considers that the remainder of the examination period would provide sufficient time for procedural requirements to be met.

2 Non-Material Change: Dalar Hir Park and Ride Junction

2.1 Background to the proposed change

2.1.1 As noted above, the change is proposed in response to specific matters raised by IACC in the LIR submitted at Deadline 2 on Tuesday 4 December 2018. Paragraphs 1.2.34 and 1.2.35 of the LIR set out IACC's concerns with the submitted DCO plan WNO 902--HZDCO ADV DRG-00036 Rev 1.0. These concerns can be summarised as follows:

- IACC refused to accept a "departure from standard" for the forward visibility of 80 metres Stopping Sight Distance (SSD) on the approach to the roundabout from London Road south to the proposed new roundabout;
- IACC expressed safety concerns over slow moving Heavy Goods Vehicles (HGVs) negotiating the right-hand turn out of the VOSA Testing Station and crossing the western arm of the proposed roundabout, while traffic is exiting the roundabout and accelerating;
- IACC expressed further safety concerns over farm vehicles exiting onto the revised alignment of London Road and the western arm of the proposed roundabout; and
- IACC objected to the short length of highway between the existing A5 roundabout and the proposed new roundabout.

2.1.2 In response to these concerns, discussions took place between Horizon and IACC Highways regarding the junction design shown in DCO plan WNO 902--HZDCO ADV DRG-00036 Rev 1.0. A draft Alternative General Arrangement Plan was issued to IACC Highways on Thursday 7 February 2019.

2.1.3 IACC responded to the Alternative General Arrangement Plan on Tuesday 12 February 2019, confirming acceptance in principle of the design amendment while raising minor queries with regards internal shuttle movements and alignment with the existing A5. Horizon responded the same day, 12 February 2019.

2.1.4 Thereafter, on Thursday 14 February 2019, IACC Highways confirmed the acceptance of drawing P60506637/SK/54 for the revised access road into the Dalar Hir Park and Ride site, subject to Detailed Design Information being submitted to IACC for approval prior to commencement of works.

2.2 Justification for the proposed change

Road safety

2.2.1 The original proposal included changes to London Road and the introduction of a new roundabout. These proposals compromised forward visibility on the approach from London Road such that it would not have complied with standards from the Design Manual for Roads and Bridges (DMRB).

Accordingly, an application to the Local Authority would have been required for Departures from Standard for Highway Design.

- 2.2.2 The removal of the proposed changes to London Road, and of the new roundabout (as proposed in this document), means that the existing highway network remains in its current form and continues to comply with standards from the DMRB. Accordingly, there is no requirement to apply for Departures from Standard for Highway Design.
- 2.2.3 Furthermore, the proposal to access the Park and Ride via the new arm from the existing A5/A55 Roundabout will have a reduced effect on road users who will continue to use the road in its current form, and who will encounter fewer construction and operational vehicle movements on the existing highway.
- 2.2.4 Finally, the introduction of a simple junction arm from the existing roundabout also reduces the interface of traffic with non-motorised users crossing the revised junction.

Flood control

- 2.2.5 Removal of the additional roundabout, and of associated highway links, means that there is a minor reduction in impermeable area with a subsequent reduction in surface water runoff contributing to any flood impact.

Urgent need for new nuclear

- 2.2.6 By improving road safety and flood control as described, the proposed changes will enable Horizon to assist the UK Government in meeting its energy security and carbon reduction objectives through the delivery of this nationally significant infrastructure project. The urgent need for new nuclear has been firmly established in National Policy Statements EN-1 [RD2] and EN-6 [RD3] and the recent Ministerial Statement on Energy Infrastructure (December 2017) [RD4] which confirms the Government's continued support for new nuclear power generation post-2025.

2.3 Description of the change

New access road

- 2.3.1 The additional leg (as shown on drawing P 60506637/SK/54 in Appendix A) provided on the north edge of the existing 70m ICD roundabout has been designed in accordance with DMRB TD16 standards. The main geometric details are as follows:
 - Carriageway centreline radius – 27.5m – this is commensurate with typical development-type roads rather than main or distributor-type roads and reinforces low speed nature of site.
 - Entry Width – 6.0m – to be marked as a single lane entry on to the roundabout for buses only; this is a continuation of the road width provided on site.
 - Entry radius – 20m – this is the desirable value entry radius for large vehicle provision in rural areas.

- Entry path curvature / deflection – circa 28m – the low centreline approach radius ensures that speeds will be low on approach and that compliance with 100m maximum is easily achieved.
- Exit width – 9.5m – this provides for separate exiting of the roundabout for public and dedicated bus traffic and is in keeping with the existing circulatory width of 10m.
- Exit radius – 20m – this is at the lower end of recommended radii but a ‘fast’ exit is not required due to low speeds within the site.
- Visibility – visibility commensurate with vehicle speeds will be available across the footpath and verge areas.

2.3.2 The land previously occupied by the deleted roundabout that is not part of the revised road layout will be incorporated into the soft landscape.

Existing A5, east leg

2.3.3 The existing carriageway has been widened in the vicinity of the roundabout to provide a short length (around 30m) of two-lane approach, while minimising the impact on existing features. The main geometric details are as follows:

- Carriageway centreline radius – 163m – as existing.
- Entry Width – 8.3m – to be marked as a two-lane entry on to the roundabout, left lane to A55 east (predominant flow from site) and right lane for all other movements.
- Entry radius – 20m – this is the desirable value entry radius for large vehicle provision in rural areas.
- Entry path curvature / deflection – circa 50m – the proposed changes increase the radius slightly but it is still much lower than the 100m maximum.
- Exit width – 7.0m – this is the recommended width for a normal roundabout exit and slightly larger than the existing width of 6.5m.
- Exit radius – 40m – this is the recommended radius for an exit from a roundabout of this nature.
- Visibility – the proposed changes will move the object point to a more favourable location than existing and will therefore improve existing approach visibility which appears to be around 160m, this being commensurate with an 85kph design speed.

2.4 Summary of environmental appraisal

2.4.1 The proposed change has been reviewed and assessed to identify any potential likely significant environmental effects that would be new or different to those assessed in the DCO application.

Environmental Statement

2.4.2 This review identified that the proposed change would not have implications for any of the assessments contained in the original Environmental Statement, and therefore no further assessment is required as part of this environmental appraisal. For completeness, a summary of the EIA topics considered is presented below, outlining why the change does not affect the assessments in the original Environmental Statement.

Socio-economics

2.4.3 The original Environmental Statement did not identify socio-economic effects associated with the Park and Ride, however effects were identified at a Project-wide level in Volume C of the original Environmental Statement. The proposed change will not affect the socio-economic assessment presented in the original Environmental Statement as there was nothing associated with the Park and Ride access that had a bearing on the outcome of the socio-economic assessment.

Public access and recreation

2.4.4 All changes associated with the revised Park and Ride entrance are within the Order Limits. As such, any effect on public access and recreation has already been assessed and reported in the original Environmental Statement. Therefore, the change does not affect the public access and recreation assessment presented in the original Environmental Statement.

Traffic and transport

2.4.5 The change to the access arrangements at the Park and Ride will not affect the traffic and transport assessment presented in the original Environmental Statement. It is worth noting that the original design was for a four arm roundabout which fed in to a secondary access roundabout while the revised access would be reliant on a single five arm roundabout. This change from four arm to five arm has the potential to affect the performance of the junction, however, due to the low traffic volumes the change is likely to be negligible.

Air Quality

2.4.6 The revised access arrangements in themselves do not affect the air quality assessment presented in the original Environmental Statement. In addition, given the lack of new or different traffic and transport effects, there would not be any consequential effects on air quality from traffic. As such, the change would not affect the air quality assessment presented in the original Environmental Statement.

Noise and vibration

2.4.7 The revised access arrangements in themselves do not affect the noise and vibration assessment presented in the original Environmental Statement. Noise and vibration from the construction of the Park and Ride is assessed in the original Environmental Statement with appropriate mitigation put in place. The change from construction of an additional roundabout to construction of highway at the access is considered to be negligible from a noise and vibration perspective, although it may constitute a small improvement over that

assessed in the original Environmental Statement. Any improvement is not considered to be of a scale sufficient enough to alter the outcome of the assessment. In addition, given the lack of new or different traffic and transport effects, there are not expected to be any consequential effects on air quality from traffic. As such, the change would not affect the noise and vibration assessment presented in the original Environmental Statement.

Soils and geology

2.4.8 Some of the land where the access roundabout was to be constructed will now contain revised highway arrangements and will therefore still be developed. The remaining land will not be developed and will remain in its current state. As such, the change may constitute a small improvement, however not of a sufficient scale to affect the soils and geology assessment presented in the original Environmental Statement.

Surface water and groundwater

2.4.9 The removal of the access roundabout and inclusion of the revised highway arrangement would not affect the surface water or groundwater regimes on the Park and Ride site. There is no encroachment into the floodplain with the revised design, and there will be a reduced area of hardstanding (so less impact on runoff and local groundwater recharge) compared to the original design. The new design allows for less working of the ground so may result in fewer sources of sediment to affect water quality. Overall, the change would not affect the assessments or the residual significance of effects. As such, the change would not affect the surface water, groundwater, flood risk or drainage assessments presented in the original Environmental Statement.

Terrestrial ecology

2.4.10 Some of the land where the access roundabout was to be constructed will now contain revised highway arrangements and will therefore still be developed. The remaining land will not be developed and will remain in its current state. Therefore, the loss of land and habitat assessed in the original Environmental Statement is representative of a worst case. As such, the change will not affect the terrestrial ecology assessment presented in the original Environmental Statement.

Landscape and visual (including lighting)

2.4.11 The removal of the access roundabout and replacement with a revised highway arrangement will not change the visual appearance of the Park and Ride, or affect the landscape character differently to that assessed in the original Environmental Statement. The removal of the roundabout may constitute a small improvement over that assessed in the original Environmental Statement, however any improvement is not considered to be of a scale sufficient enough to alter the outcome of the assessment. As such, the change would not affect the landscape and visual assessment presented in the original Environmental Statement.

2.4.12 It is anticipated that the change in design would result in a highways arrangement that could be lit to a lower level than that assessed in the original

Environmental Statement for the access roundabout. Therefore, the change may be an improvement on the lighting of the original design, and could have a small positive effect on the original assessment. However, any improvement is not considered to be of a scale sufficient enough to alter the outcome of the assessment. As such, the change would not affect the lighting assessment presented in the original Environmental Statement.

Cultural heritage

2.4.13 Some of the land where the access roundabout was to be constructed will now contain revised highway arrangements and will therefore still be developed. The remaining land will not be developed and will remain in its current state. Therefore, the loss of land assessed in the original Environmental Statement is representative of a worst case. As identified in the landscape and visual section, the removal of the access roundabout is expected to result in a small improvement in the visual appearance of the site. Therefore, the change is not expected to affect the assessment of cultural heritage assets presented in the original Environmental Statement. As such, the change is unlikely to affect the cultural heritage assessment presented in the original Environmental Statement.

Shadow Habitats Regulation Assessment

2.4.14 The assessment presented in the Shadow Habitats Regulations Assessment Report have been assessed and, based on professional judgement, are not considered to be affected by the proposed change and have therefore not been considered further within this environmental appraisal.

Other assessments

2.4.15 All other assessments (e.g. Health Impact Assessment [APP-427]; Welsh Language Impact Assessment [APP-433]; Equality Impact Assessment [APP-434]; and Water Framework Directive Compliance Assessment [APP-444]) would remain unaffected by the proposed change and have therefore not been considered further.

2.5 Schedule of consequential amendments to application documents

2.5.1 As the current plans for the Park and Ride [REP5-089] are submitted for approval as part of the DCO application, these will need to be updated to reflect the change. Horizon also intends to amend the Draft DCO in the following ways:

- Requirement PR2 will be amended to clarify that the ability to carry out construction in accordance with the detailed design drawings is subject to the protective provisions. The purpose of this amendment would be to make clear that the protective provisions which relate to the interference with a highway (currently in clause 86 of Schedule 15 in [REP5-003]), would apply, meaning that Horizon would need to submit detailed design information to IACC, as the relevant highway authority, for its approval of the design so far as it relates to the interference with the highway; and
- Requirement PR4 will be amended to remove reference to a parameter zone for a 'Roundabout'. The purpose of this amendment would be that, should Horizon seek to use the mechanism in PR3 and PR4 to submit an alternative design for subsequent approval, such an alternative design would not have to include the roundabout as originally proposed.

Table 2-1 Schedule of consequential amendments to application documents

Application document name	Application Reference Number	Section of document	Version to be amended	Description of amendment
Volume 2 Plans, sections and Drawings (Parts 4/19) 2.4 Rights of Way	[APP-012]	Plans	1.0	Remove Roundabout and new highway from plans and remove temporary stopping up
Volume 2 Plans, sections and Drawings (Parts 11/19) 2.11 Park and Ride	[REP5-089]	Plans	3.0	Amend to remove the roundabout and new highway from plans, and replace with the revised access layout.
Draft Development Consent Order	[REP5-003]	Schedule s 1,5,9,10 PR2, PR4, Table PR4	4.0	Remove references to new roundabout and new highway, removal of temporary stopping up. Amend Requirements PR2 and PR4 as described above.

Application document name	Application Reference Number	Section of document	Version to be amended	Description of amendment
ES Volume F - Park and Ride F1 - Proposed development	[APP-266]	Section 1	1.0	Description of the proposed development to be amended through the ES Addendum – Chapter 7
Design and Access Statement – Volume 3	[REP4-019]	Appendix 1-3	3.0	Removal of references to the roundabout in the design principles, and amend to reflect the revised access layout.

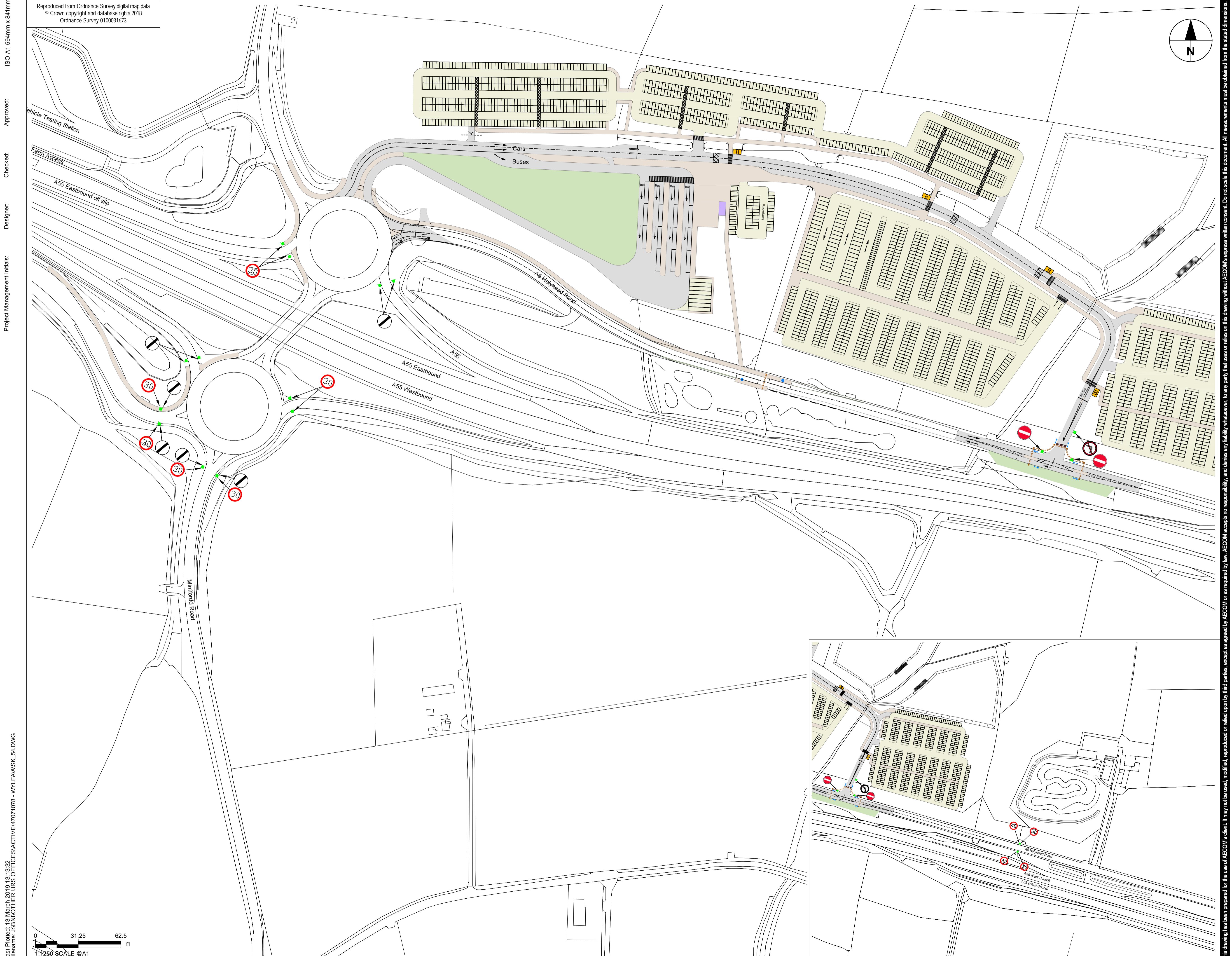
3 References

Table 3-1 Schedule of references

ID	Reference
RD1	The Planning Inspectorate. 2018. Advice Note 16: How to request a change which may be material. [Online]. [Accessed: June 2018]. Available from: https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/07/Advice-note-16.pdf
RD2	Department of Energy and Climate Change. 2011. Overarching National Policy Statement for Energy (EN-1). [Online]. [Accessed: 02 July 2018]. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf
RD3	Department of Energy and Climate Change. 2011. National Policy Statement for Nuclear Power Generation (EN-6). [Online]. [Accessed: 02 July 2018]. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47859/2009-nps-for-nuclear-volumel.pdf
RD4	Department for Business, Energy and Industrial Strategy. 2017. Statement on Energy Infrastructure. [Online] [Accessed: 22 October 2018]. Available from: https://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Lords/2017-12-07/HLWS316/

Appendix A Drawing P 60506637/SK/54 Showing the Revised Junction Layout

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PROJECT

WYLFA

NEWYDD DCO

PROJECT

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LEGEND

KEY
Proposed landscaping area
Proposed vehicle surfacing, non-permeable
Proposed vehicle surfacing, permeable
Proposed pedestrian surfacing
Proposed building footprint
Proposed traffic calming measures
Proposed bridge/culvert

ISSUE/REVISION

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DRAWING STATUS

PRELIMINARY

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SHEET TITLE

PARK AND RIDE - DALAR HIR
PROPOSED HIGHWAYS
GENERAL ARRANGEMENT PLAN

SHEET NUMBER

P 60506637/SK/54