



## Wylfa Newydd Project

### 8.10 Park and Ride sub-CoCP

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## Executive Summary

This document forms the Park and Ride sub-Code of Construction Practice (CoCP) 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

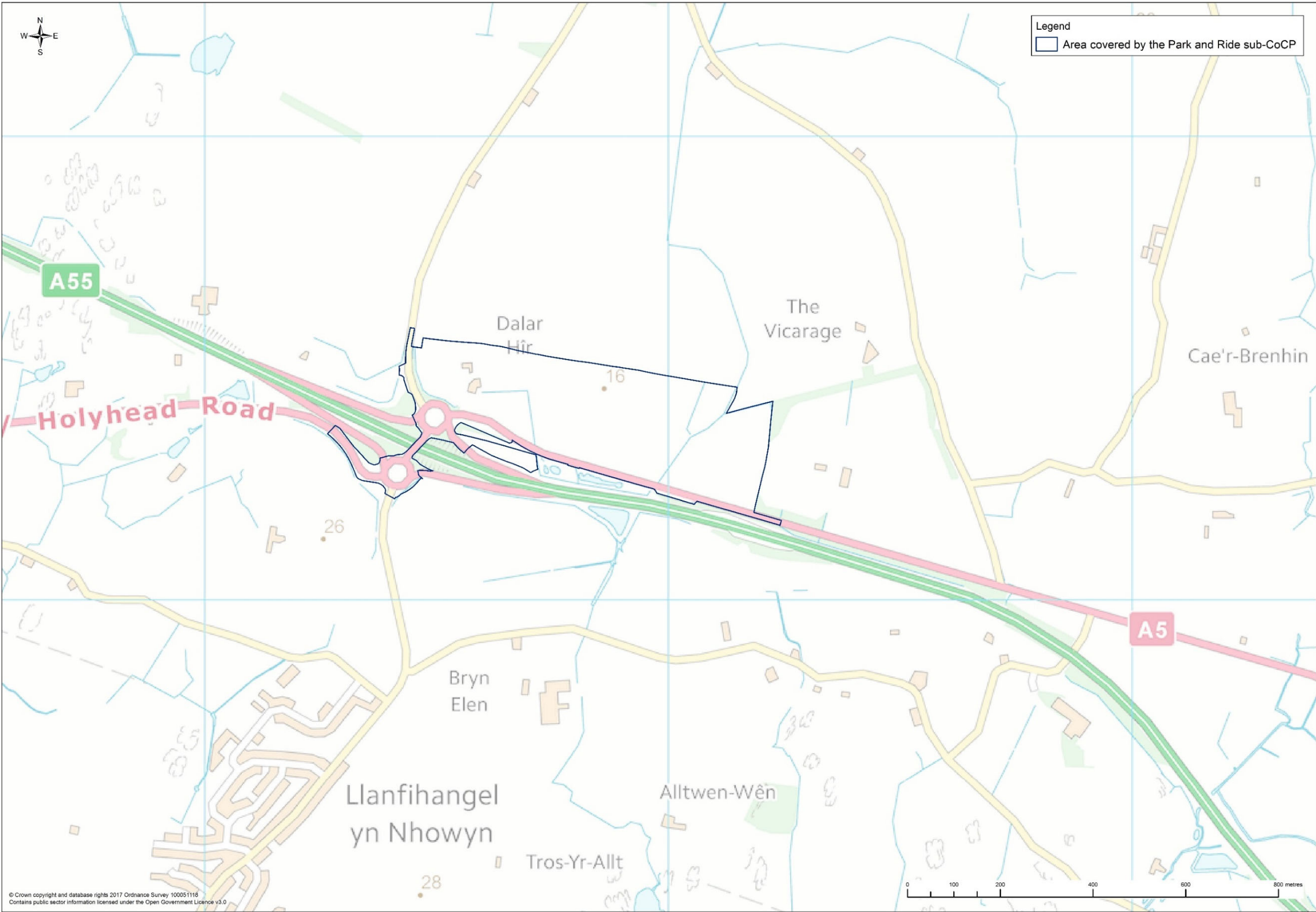
- 1.1.1 The Wylfa Newydd Development Consent Order (DCO) Project covers a number of discrete locations. As such, the overarching Wylfa Newydd Code of Construction Practice (CoCP) covers project-wide aspects of the Wylfa Newydd DCO Project at all sites in the Order Limits. Sub-CoCPs are provided for each location and underpin the Wylfa Newydd CoCP. Sub-CoCPs provide only the controls relevant to that particular location.
- 1.1.2 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.
- 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, 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. In the event of a conflict between the Wylfa Newydd CoCP and this sub-CoCP, the commitments in this sub-CoCP prevail.
- 1.1.6 This sub-CoCP sets out the site-specific controls 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 to understand the full suite of controls for the Park and Ride.
- 1.1.8 For the purposes of this sub-CoCP, the term 'Horizon' refers to Horizon Nuclear Power Wylfa Ltd (or any other undertaker to whom the benefit of the Wylfa Newydd (Nuclear Generating Station) Order (Order) is transferred to under Article 9 of the Order), its appointed representatives and the appointed construction contractors.
- 1.1.9 Where this sub-CoCP refers to Horizon application documents, the Examination Library reference has been provided. External documentation available in the public domain is referenced in section 13 of this sub-CoCP. Those documents that are 'certified documents' pursuant to Article 76 of the Order and listed in Schedule 18 of the Order are not provided a reference for the purposes of this sub-CoCP.



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, in order to enable easier cross-referencing between the two documents and other sub-CoCPs. Refer to section 2 of the Wylfa Newydd CoCP 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 controls set out in the Wylfa Newydd CoCP and any further controls set out in this sub-CoCP and the DCO s.106 agreement.
- 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.
- 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 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.
- 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 There will be no construction or decommissioning works at the Park and Ride outside of the following working hours in accordance with the daytime normal hours set out in BS 5228-1 *Code of practice for noise and vibration control on construction and open sites* [RD1]:
  - Monday to Friday: 08:00 to 18:00; and
  - Saturday: 08:00 to 13:00.
- 4.2.2 There will be no construction works 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), except as may be provided for in paragraph 4.2.3.
- 4.2.3 If Horizon identifies that construction works are or are likely to be required at the Park and Ride site outside of the working times specified in paragraphs 4.2.1 and 4.2.2, Horizon will apply to the Isle of Anglesey County Council (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 the IACC.
- 4.2.4 The main hours of vehicle movements at the Park and Ride during its operation will align with the WNDA primary shift patterns (refer to table 4-3 of the Main Power Station Site sub-CoCP), 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

- 4.3.1 The Park and Ride lighting will be subject to variable lighting controls and motion sensors. Not all zones will be utilised for the entire construction period, and when zones are not required, lighting will be deactivated. The car parking areas will be zoned and switched off if they are not in use.
- 4.3.2 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* [RD2].

### ***Park and Ride Lighting Scheme***

- 4.3.3 Prior to commencement of construction at the Park and Ride, Horizon will prepare and submit for approval a Park and Ride Lighting Scheme in accordance with the Requirements in Schedule 3 and Schedule 4 of the Order. The Park and Ride Lighting Scheme will be prepared in accordance with the principles set out in section 4.5 of the Wylfa Newydd CoCP and section 4.3 of this Park and Ride sub-CoCP. The approved Park and Ride Lighting Scheme (or any approved variations) will be implemented for the duration of the construction and operation of the Park and Ride.

## **4.4 Promotion of health and well-being during operation**

- 4.4.1 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 will be decommissioned and returned to agricultural land use, in accordance with the decommissioning strategy secured by the Order.

## **5 Traffic and transport management strategy**

### **5.1 General**

- 5.1.1 Horizon's traffic and transport management strategy is based on the controls set out in the Wylfa Newydd CoCP 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.
- 5.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

### **5.2 Construction haulage**

- 5.2.1 Imported fill material required to raise the Park and Ride finished site levels from 16.25 to 16.45m AOD will be transported to the site by road. The source of this material shall be selected to avoid any significant impact along the A5025.
- 5.2.2 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, the Logistics Centre and A5025 Off-line Highway Improvements to reduce the number of private vehicle movements to and from the WNDA.

### **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. Horizon will ensure that vehicles do not queue back onto the public highway.
- 5.4.2 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).

## **6 Public access management strategy**

### **6.1 General**

- 6.1.1 Horizon's public access management is based on the controls set out in the Wylfa Newydd CoCP 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.
- 6.1.3 In addition, the measures below outline specific measures to be implemented during construction and operation of the Park and Ride.

### **6.2 Site specific measures**

- 6.2.1 All Horizon's permanent and temporary signs at the Park and Ride will be in Welsh and English during construction, operation and decommissioning.
- 6.2.2 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 periods of the Park and Ride.
- 6.2.3 Horizon will ensure access to Ysgol Uwchradd Bodedern school is maintained at all times throughout the construction, operation and decommissioning periods of the Park and Ride.
- 6.2.4 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 controls set out in the Wylfa Newydd CoCP 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.
- 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 IACC.
- 7.2.3 Being retrospective, the dust deposition monitoring will form a secondary control mechanism to the primary monitoring control mechanisms secured by the Wylfa Newydd CoCP (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 Site Director following advice of the Environmental Management Team 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 any review undertaken in accordance with paragraph 7.2.4. If required, further discussions would be arranged with the IACC to review existing and future site operations, as well as 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 Horizon will provide monthly air quality monitoring reports 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.

- 7.3.2 The frequency of reporting required under paragraph 7.3.1 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 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.
- 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 during construction**

- 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 consent. 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 noise sensitive receptors.

### **8.3 Noise control measures during 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 will be established and agreed with the IACC prior to the Park and Ride becoming operational. It is anticipated that monitoring will likely include off-site spot check noise surveys at noise sensitive 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 controls set out in the Wylfa Newydd 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.
- 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 Horizon will implement the following good practice mitigation during construction to reduce risks to human health and the environment.
  - 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* [RD3]. 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 controls set out in the Wylfa Newydd CoCP 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.
- 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 Horizon will ensure that there are appropriate sewerage services to the Park and Ride site. The final option for connection of foul water discharges to existing mains services, subject to suitable engineering works, could include:
  - connection to mains sewerage;
  - on-site Package Treatment Plant (with Tertiary treatment if necessary);
  - on-site collection via Septic Tank with off-site removal by tanker; or
  - a combination of all three.
- 10.3.3 Any 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.
- 10.3.4 There will be no bulk fuel storage or refuelling on site.
- 10.3.5 Operational pollution prevention controls will include the following measures.
  - Regular inspection, maintenance and management of oil interceptors and the drainage system. In particular, this will 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 will include a visual inspection across all parking areas to look for any oil sheen or staining that could indicate contamination that may require mitigation.
- Implementation of a spill response and clean-up procedure to prevent pollution of watercourses. This will follow guidance provided by NRW in Guidelines for Pollution Prevention 21 [RD4].

## **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 will be removed from the culvert to remove the potential for blockages.

## **11 Ecology and landscape management strategy**

### **11.1 General**

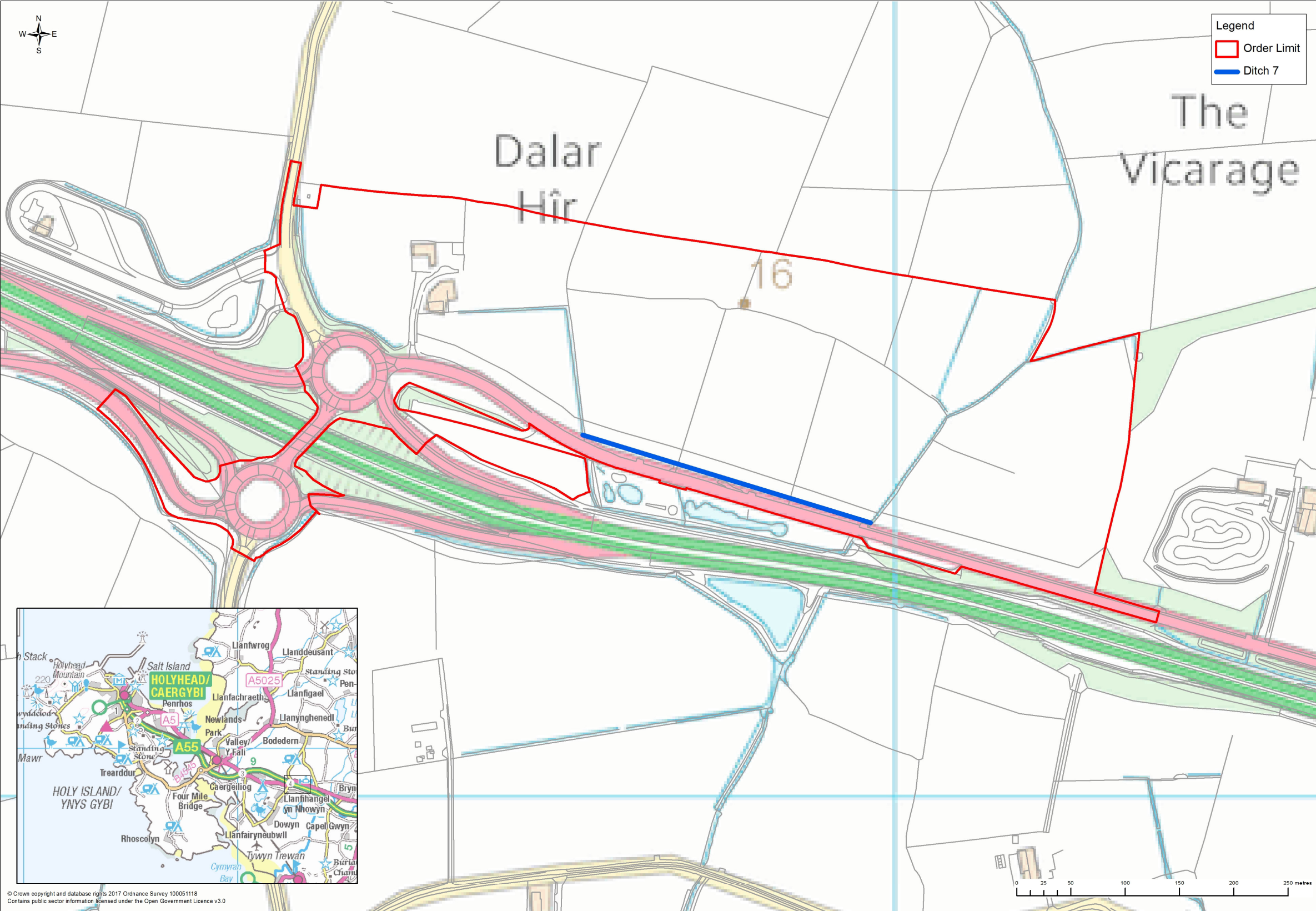
- 11.1.1 Horizon's ecology and landscape management is based on the controls set out in the Wylfa Newydd CoCP and any further controls set out in this sub-CoCP.
- 11.1.2 The general mitigation controls to be implemented for ecology and landscape are described in section 11 of the Wylfa Newydd CoCP.
- 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 With the exception of Ditch 7, (as seen in figure 11-1) 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).
- 11.2.2 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.
- 11.2.3 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.
- 11.2.4 During operation of the Park and Ride, long-term landscape management will be implemented for the duration of Horizon's tenancy to ensure successful establishment of proposed landscaping and long-term viability of planting. 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.
- 11.2.5 The following landscape management techniques will be used as appropriate:
  - species-rich grassland – grass cutting and weed control;
  - native hedgerows with trees – pruning, hedge cutting, weed control, treatment of arisings, replanting gaps and accommodating trees when cutting; and
  - tree/shrub planting – pruning, weed control and replanting gaps.
- 11.2.6 The proposed security fencing around the Park and Ride will be finished using a visually recessive colour to mitigate potential adverse visual impacts.



Figure 11-1 The location of Ditch 7



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## **11.3 Trees and hedgerows**

- 11.3.1 In order to establish baseline information, prior to construction works taking place at the Park and Ride site, Horizon will organise pre-commencement tree and hedgerow surveys to be undertaken by suitably qualified and experienced personnel in line with guidance provided in BS 5837:2012 [RD5].

## **11.4 Badgers**

- 11.4.1 Horizon's ECoW will conduct a pre-construction survey to identify any active badger setts.
- 11.4.2 A buffer zone of 30m will be established around a known existing badger sett in the north of the site.
- 11.4.3 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.
- 11.4.4 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.
- 11.4.5 If active badger setts are discovered, and if a sett closure is required, a licence from NRW will be required.

## **11.5 Bats**

- 11.5.1 A pre-demolition bat survey will be carried out for any building with low, medium or high roost potential prior to its demolition. 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.

## **11.6 Water vole**

- 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 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.

## **11.7 Otter**

- 11.7.1 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.

## **11.8 Breeding birds**

- 11.8.1 Within 48 hours prior to the demolition of any building, the ECoW will conduct checks to identify the presence or absence of breeding birds, most notably swallows and house sparrow. If active nests are absent Horizon will demolish the building within the next 48 hours. If active nests are found to be present, demolition will be delayed until the nests are no longer active as determined by the ECoW. Further, prior to such demolition, Horizon will provide replacement house sparrow and swallow artificial nest boxes on a like-for-like basis elsewhere within the site.

## 12 Cultural heritage management strategy

### 12.1 General

- 12.1.1 Horizon's cultural heritage management is based on the controls set out in the Wylfa Newydd CoCP 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.
- 12.1.3 The specific measures to be implemented during construction of the Park and Ride are outlined below.

#### ***Park and Ride Archaeological Mitigation Scheme***

- 12.1.4 Prior to commencement of construction at the Park and Ride, Horizon will prepare and submit for approval a Park and Ride Archaeological Mitigation Scheme (including a Written Scheme of Investigation) in accordance with the Requirements in Schedule 3 and Schedule 4 of the Order. The Park and Ride Archaeological Mitigation Scheme will be prepared in accordance with the principles set out in section 12 of the Wylfa Newydd CoCP and section 12 of this Park and Ride sub-CoCP. The approved Park and Ride Archaeological Mitigation Scheme (or any approved variations) will be implemented for the duration of the construction period of the Park and Ride.
- 12.1.5 Table 12-1 sets out the potential treatments of identified cultural heritage assets, to be agreed as part of the Park and Ride Archaeological Mitigation Scheme.

**Table 12-1 Example 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 <i>Standard and guidance for archaeological excavation</i> from the Chartered Institute for Archaeologists [RD6] and a Written Scheme of Investigation (WSI) agreed with the IACC.
Dalar Hir Burnt Mound, Pits, Ditches and Postholes (Asset 18)	Archaeological excavation of the heritage asset. Excavation would be undertaken in accordance with the <i>Standard and guidance for archaeological excavation</i> from the Chartered Institute for Archaeologists [RD6] and a WSI agreed with the IACC.
Burnt mound, pits and linear features (Asset 15)	Archaeological excavation of the heritage asset. Excavation would be undertaken in accordance with the <i>Standard and guidance for archaeological excavation</i> from the Chartered Institute for Archaeologists [RD6] and a WSI agreed with the IACC.

Asset	Mitigation
Former Clawdd (Asset 2)	Photographic survey. Photographic survey would be undertaken in accordance with relevant guidance [RD7, RD8] and a WSI agreed with the IACC.
Fieldscape, Central Eastern Mon (HLT 1)	Photographic survey. Photographic survey would be undertaken in accordance with relevant guidance [RD7, RD8] and a WSI agreed with the IACC.
Boundary Wall adjacent to Telford A5 road (Asset 1)	A historic building recording will be undertaken of the remaining outbuilding to a Level 1 standard [RD9].
Dalar Hir Farmstead (Asset 4)	A historic building recording will be undertaken of the remaining outbuilding to a Level 1 standard [RD9].
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. 2014. BS 5228-1:2009+A1:2014 <i>Code of practice for noise and vibration control on construction and open sites</i> , Part 1 Noise. London: British Standards Institution.
RD2	British Standards Institution. 2013. BS 5489-1:2013 <i>Code of practice for the design of road lighting</i> . London: British Standards Institution.
RD3	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.
RD4	Natural Resources Wales. 2017. <i>GPP 21: Pollution Incident Response Plans</i> . [Online] Available from: <a href="http://www.netregs.org.uk/media/1436/gpp-21-final.pdf">http://www.netregs.org.uk/media/1436/gpp-21-final.pdf</a>
RD5	British Standards Institution. 2012. BS 5837:2012 <i>Trees in relation to design, demolition and construction. Recommendations</i> . London: British Standards Institution.
RD6	Chartered Institute for Archaeologists. 2014. <i>Standard and guidance for archaeological excavation</i> . [Online]. [Accessed: January 2018]. Available from: <a href="http://www.archaeologists.net/sites/default/files/CIfAS&amp;GExcavation_1.pdf">http://www.archaeologists.net/sites/default/files/CIfAS&amp;GExcavation_1.pdf</a>
RD7	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: <a href="https://content.historicengland.org.uk/images-books/publications/understanding-archaeology-of-landscapes/heag142-understanding-archaeology-of-landscapes.pdf">https://content.historicengland.org.uk/images-books/publications/understanding-archaeology-of-landscapes/heag142-understanding-archaeology-of-landscapes.pdf</a>
RD8	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: <a href="https://content.historicengland.org.uk/images-books/publications/understanding-archaeology-of-landscapes/understandingthearchaeologyoflandscapes.pdf">https://content.historicengland.org.uk/images-books/publications/understanding-archaeology-of-landscapes/understandingthearchaeologyoflandscapes.pdf</a>
RD9	Historic England. 2016. <i>Understanding Historic Buildings: A Guide to Good Recording Practice</i> . [Online]. [Accessed: January 2018]. Available from: <a href="https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/">https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/</a>

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