



Wylfa Newydd Project

6.3.3 ES Volume C - Project-wide effects C3 - Public access and recreation effects of traffic

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3 Public access and recreation effects of traffic

3.1 Introduction

- 3.1.1 This chapter describes the assessment of potential effects on public access and recreation due to traffic.
- 3.1.2 Please refer to chapter B4 (public access and recreation) (Application Reference Number 6.2.4) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the public access and recreation assessment; and assessment methodologies and criteria.
- 3.1.3 This chapter provides an assessment of project-wide effects on public access and recreation receptors arising from the additional traffic movements on the highways network required to support the construction and operation of the Wylfa Newydd Project.
- 3.1.4 The assessment of public access and recreation as set out in this chapter is split into the following categories: public access, onshore recreation; and active travel. These categories are explained in more detail in chapter B4 (Application Reference Number: 6.2.4).
- 3.1.5 Chapter C2 (traffic and transport) (Application Reference Number: 6.3.2) provides an assessment of traffic-related effects on the safety of walkers and cyclists travelling along the highways network.
- 3.1.6 As set out in chapter C2 (Application Reference Number: 6.3.2), effects on public access and recreation have been assessed at the following stages of the Wylfa Newydd Project:
- opening year of the A5025 Off-line Highway Improvements;
 - peak construction; and
 - peak operation.
- 3.1.7 Effects on public access and recreation receptors relating to the traffic generated by construction and operation activities taking place within the Wylfa Newydd Development Area and at the Off-Site Power Station Facilities and the Logistics Centre are presented within chapters D4 (Application Reference Numbers: 6.4.4), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4) and H4 (Application Reference Number: 6.8.4) respectively.
- 3.1.8 All analysis within this chapter reflects the transport strategy for the Wylfa Newydd Project outlined in appendix C2-4 (DCO TA Appendix F - Integrated Traffic and Transport Strategy) (Application Reference Number: 6.3.20) and is based on the Strategic Traffic Model (see appendix C2-4 DCO TA Appendix G - Strategic Traffic Model – Overview, Application Reference Number: 6.3.21) that was produced to support the application for a Development Consent Order (DCO) for the Wylfa Newydd Project. Further information regarding the traffic and transport assessment can be found in chapter C2 (Application Reference Number: 6.3.2).

- 3.1.9 An assessment of the effects on public access and recreation receptors arising from the construction activities for the A5025 Off-line Highway Improvements and of the proposed alignment of the A5025 Off-line Highway Improvements during operation is provided in chapter G4 (public access and recreation) (Application Reference Number: 6.7.4).

3.2 Study area

- 3.2.1 This section describes the study areas for the assessment of effects of traffic on public access and recreation.
- 3.2.2 Where possible, the strategic road network (motorways and trunk roads) will be used for the transportation of materials to the Wylfa Newydd Development Area. On Anglesey, the A55, which runs from Bangor to Holyhead, is the only trunk road. The overarching principle used in identifying the study areas for the assessment of public access and recreation effects from traffic associated with the Wylfa Newydd Project has been to assess the effects once traffic leaves the strategic highway network.
- 3.2.3 The study areas extend 250m from the highway transportation routes between the strategic highways network and the first point of contact with the Wylfa Newydd Project, which could be the Logistics Centre, the Park and Ride, the Off-Site Power Station Facilities or the Wylfa Newydd Development Area. The extent of the study area is shown in figure C3-1 (Application Reference Number: 6.3.32). There is no industry standard for determining the study area of public access and recreation. However, the distance of 250m from the access routes is, based on professional judgement, considered to be sufficiently large to identify receptors that may be affected by additional traffic movements.
- 3.2.4 The reporting of these potential effects on the study area has been broken down into three journey routes, these are shown on figure C3-1 (Application Reference Number: 6.3.32). The journey routes are:
- Junction 2 of the A55 to the Logistics Centre via the A5153 for a distance of approximately 180m and the spine road of the Parc Cybi industrial estate (called Parc Cybi but for clarity referred to as the 'spine road');
 - Junction 4 of the A55 to the Park and Ride; and
 - Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025.

3.3 Baseline environment

- 3.3.1 This section provides a summary of the baseline conditions for public access and recreation within the study area described in section 3.2.

Public access

Junction 2 of the A55 to the Logistics Centre

- 3.3.2 There are three Public Rights of Way (PRoWs) within this study area (see figure C3-3, Application Reference Number: 6.3.32). These provide a link

between residential properties in Holyhead and the wider footpath network and all three have been assigned a medium value in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). A description of the PRowS is provided in table C3-1.

Table C3-1 PRowS within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre

Footpath	Description	Value
19/023/1	This PRow is routed north of the A5153 between the Parc Cybi roundabout and the Lôn Trefignath cycle route. Having crossed the Lôn Trefignath the PRow connects to PRow 19/022/2. There is evidence to suggest that this footpath is used. It is approximately 640 metres west of the Logistics Centre.	Medium
19/022/2	This PRow links the Lôn Trefignath cycle route with the eastbound slip road for Junction 2 of the A55. The PRow is signposted from the sliproad. The path is surfaced and in the absence of evidence to the contrary it is assumed that it is well used. This route links to PRow 19/022/1, but this connection would require walkers to cross the westbound on-slip and eastbound off-slip of the A55 and follow a footway around the Junction 2 roundabout. The PRow is approximately 250 metres west of the Logistics Centre.	Medium
19/022/1	This PRow is located north of the A55, to the west of Junction 2 and joins the A55 on the westbound slip road at its southern extent and to Tan-yr-Allt, a residential street, to the north. From Tan-yr-Allt the footpath is clearly signed and it is accessed across a stile. There is evidence of regular use as the path is well worn. To the south it crosses over the railway line on a bridge before joining the A55 slip road through a gate on to a footway. The footpath is clearly signed from the A55 slip road.	Medium

Junction 4 of the A55 to the Park and Ride

- 3.3.3 The Park and Ride would link to the strategic road network to the north of the A55, and the site would be accessed from a new designated arm of the junction roundabout.
- 3.3.4 There are no PRowS within this study area.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

- 3.3.5 Prior to Main Construction, Horizon would undertake highway improvements along this route. These comprise a series of on-line and off-line improvements.
- 3.3.6 Details of the off-line improvements are provided in volume G (A5025 Off-line Highway Improvements) (Application Reference Numbers: 6.7.1 to 6.7.12) but broadly comprise improvements at Valley Junction, a bypass of Llanfachraeth and realignment at Llanfaethlu and Cefn Coch. Chapter G4 (Application Reference Number: 6.7.4) includes an assessment of the effects on public access and recreation as a result of construction activities. The effects on public access and recreation of traffic using the A5025 following completion of the highway improvements are considered in this chapter.
- 3.3.7 On-line improvements, comprising localised widening and resurfacing of the main carriageway, would be carried out on sections of the A5025 which are not subject to off-line improvement. Consent for these A5025 On-line Highway Improvements will be sought under the Town and Country Planning Act 1990. They are not part of this application for development consent and therefore are not considered within this Environmental Statement.
- 3.3.8 There are 65 PRoWs within this study area (see figures C3-2 and C3-3, Application Reference Number: 6.3.32). Of the PRoWs within this study area, 41 join the existing A5025 and the majority of these are part of a wider network of PRoWs which link to local communities.
- 3.3.9 PRoWs within this study area have been assigned either a medium or low value based on the methodology set out in chapter B4 (Application Reference Number: 6.2.4). There are no national trails within this study area, therefore no PRoWs have been assigned a 'high' value. A total of 45 PRoWs have been ascribed a medium value, with 20 ascribed a low value. A description of these PRoWs are provided in table C3-2.

Table C3-2 PRoWs within the study area for the highway transportation route between Junction 3 of the A55 and the Off-Site Power Station Facilities and the Wylfa Newydd Development Area via the A5 and A5025

PRoW	Description	Value
49/016/2	This PRoW runs north-west from the A5025 near Cleifiog Fawr to join the Wales Coast Path east of Newlands Park. It is accessed via a field gate; however, the access is not currently gated. This footpath is signposted from the A5025 onto a farm access track. Signposting from Newlands Park is unclear from aerial photography but the route follows a farm track.	Medium

PRoW	Description	Value
49/009/1	This PRoW runs west from the A5025 near Cleifiog Isaf to join the local road which links Newlands Park with Llanynghenedl. It is signposted from the A5025 carriageway and accessed via a ladder stile which is free of vegetation. This footpath appears to be in use.	Medium
49/010/1	This PRoW runs north-west from the A5025 near Ty'n-y Coed to join the local road which links Newlands Park with Llanynghenedl. It is not signposted from the A5025 carriageway, and access is obstructed by a wall. This footpath appears to be little used and does not form links between communities, other PRoWs or recreational features, it cuts the corner off a road junction.	Low
49/011/1	This PRoW links to the B5109 west of a property named Bryn Colyn with the existing A5025 by Shop Farm, Llanynghenedl. It begins at a gated farm access track and is not signposted from the A5025. There is evidence to suggest that this PRoW is in use.	Medium
49/017/1	Located approximately 200m east of the A5025, this PRoW runs in a southerly direction from the B5109 at Llanynghenedl before joining the wider PRoW network near Ysbyllidir. This footpath shows some limited evidence of usage.	Medium
49/014/2	This PRoW runs east from the existing A5025 north of Llanynghenedl to join PRoW 13/030/1. It is accessed via a field gate and is not signposted from the A5025. This PRoW appears to be used.	Low
13/030/1	This PRoW is located approximately 270m east of the existing A5025 and links to PRoW 49/014/2 at its western	Medium

PRoW	Description	Value
	extent. No information about the usage of this PRoW is available.	
27/019/1	This PRoW links to the existing A5025 at the southern extent of Llanfachraeth, heading west initially using the access track to Ty Capel and Capel Pont yr Arw. It is a short section of path that does not connect to other PRoWs to the west, but can be linked to PRoW 27/018/1, which leaves the A5025 heading west five metres to the south. The path forms a link to the Afon Alaw and follows the boundary of a Listed Building. There is a footway from the village of Llanfachraeth to this path and it is within a 30mph speed restriction area. This PRoW is clearly signposted from the A5025.	Medium
27/018/1	This PRoW links to the existing A5025 at the southern extent of Llanfachraeth (at Ty'n Gamfa), heading east. The PRoW forms links to the wider PRoW network, including 27/018/1 and 27/016/1. It broadly follows the route of the Afon Alaw but is approximately 20 metres to the north and there are no views of the river from the path. There is a footway from the village of Llanfachraeth to this path and it is within a 30mph speed restriction area. The path is not signposted from the A5025 but there is a stone stile over the wall into the field, though this is blocked with barbed wire. There is no evidence of recent use.	Medium
27/020/1	This PRoW links the existing A5025 to the side road between Llanfachraeth and Stryd-y-Facsen. It is clearly signposted from the side road, with a metal pedestrian gate located at the access point and from the existing A5025, though the path follows the driveway of a residential property, which could discourage	Medium

PRoW	Description	Value
	<p>some walkers. This is a long section of path that follows field boundaries as well as crossing fields at some locations. There was no evidence of use during the site visit and there were a number of obstructions along the route. Advice from Isle of Anglesey County Council indicates that the route is used.</p>	
27/016/1	<p>This PRoW is located approximately 410m east of the existing A5025 at Llanfachraeth, and oriented in a south-easterly direction between Bryn and Moel Haul. Initially the route follows a farm access track before joining agricultural fields. This footpath forms part of the wider PRoW network, and there is evidence to suggest it is in use.</p>	Medium
27/016/2	<p>This PRoW is located approximately 600m east of the existing A5025 where it links with PRoW 27/016/1 and 27/018/1 at its western extent. No information on the usage of this route is available.</p>	Medium
27/017/1	<p>This PRoW is located approximately 350m east of the existing A5025 at Llanfachraeth, and oriented in a south-easterly direction. Approximately 50m in length, it provides access to a well from the minor road. This PRoW appears to be little used.</p>	Low
27/005/1	<p>This PRoW is located approximately 176m west of the existing A5025. It is approximately 168m in length and runs south from Lon-y-Felin, through a small housing development, to join a minor road. The PRoW does not connect with the wider PRoW network, and is not signposted within Lon y Felin. There is evidence to suggest that this PRoW is used.</p>	Low
27/006/1	<p>This PRoW connects to the existing A5025 to the north of the village next to the churchyard and track to The</p>	Medium

PRoW	Description	Value
	<p>Rectory. It is not clearly signposted from the road but the track is easily identifiable. The PRoW does not link with other footpaths directly but a link to 27/007/2 to the north is possible by crossing a minor road. There is evidence that this PRoW is used and it provides a link within the community to a community asset (the church).</p>	
27/012/1	<p>This PRoW cuts off the corner of a field between the existing A5025 and a minor road that links Stryd-y-Facsen to the existing A5025 to the north of Llanfachraeth (a narrow single track lane). The path is clearly signposted from the A5025. There is some evidence of the access point to the PRoW from the minor road, but no evidence of recent use. The footpath does not form any linkages between other PRoWs on the wider network.</p>	Low
27/009A/1	<p>Located approximately 175m east of the A5025, this PRoW runs north-east from a minor road at Tan-yr-Allt towards Pen-yr-Argae where it joins the wider PRoW network. The PRoW is not signposted from the minor road, and there is extensive overgrowth where the PRoW is meant to meet the road which would indicate that the route has not been used for a considerable length of time.</p>	Low
27/007/1	<p>This PRoW runs west from the A5025 to provide a link with Dronwy where it joins the wider PRoW network. Initially the PRoW is routed along the access road to Dronwy Caravan Park, which has an access barrier. The PRoW is not signposted from the A5025, however as it provides access to Dronwy Caravan Park it is likely in use.</p>	Medium

PRoW	Description	Value
27/008/1	This PRoW orients in a south-easterly direction from the A5025 towards Bottan Fawr. It is accessed via field gate opposite Bodfarddenwen. This PRoW is not signposted from the A5025 and appears to be little used but forms links to the wider PRoW network and could form various recreational linkages.	Medium
29/011/4	This PRoW is oriented west from the A5025 at Plas Newydd, Llanfaethlu and is part of the wider PRoW network. It is accessed via a ladder stile and appears to be in use.	Medium
29/013/1	This PRoW is located at the southern extent of the scheme and connects to the existing A5025 heading west. The path is clearly signposted from the road and is accessed through a metal kissing gate (though a farm access gate is also available). This footpath is part of the wider PRoW network and it connects to PRoWs 29/011/3 and 29/011/1. There is evidence that this PRoW is in use.	Medium
29/009/1	This PRoW links to the existing A5025 heading west along the access track to Cae'r Bryniau before continuing to join the A5025 again. There is no clear signage as it leaves the A5025 at its southern extent; at its northern extent it links to the A5025 in a layby; again there is no clear signage but the route can be accessed through a farm access gate. There is some evidence that it may have limited use. The route could be used to provide a circular route for recreational walkers from Llanfaethlu but it does not connect to the wider PRoW network	Low
29/014/1	This PRoW links to the highway network within the centre of the village of Llanfaethlu along the access route to Capel Ebenezer and the cemetery. Having passed the	Medium

PRoW	Description	Value
	cemetery, it continues and links to PRoWs 29/011/1 and 29/015/1.	
29/008/1 (as shown on the Definitive Map [RD1])	Located west of the A5025, this PRoW links to PRoW 29/007/2 or 29/007/1, providing a route to Llanfaethlu. Access to this route from the A5025 is hindered by vegetation and stone walling with no signage at the point where the Definitive Map [RD1] indicates this route should meet the road opposite and approximately 35m north of the Logistics Centre site entrance. Given that this footpath cannot be accessed from the A5025 it is considered likely that this route has not recently been used. As there is clear intention to use a route here (albeit not on its formal alignment) it has been assessed as if it was having this level of use)	Medium
29/008/1 (actual route as determined from a review of aerial photography)	<p>There is a kissing gate located approximately 70m south of the access point for PRoW 29/008/1 (as shown on the Definitive Map) [RD1] (see figure E4-1) (Application Reference Number: 6.5.27) opposite the residential property located immediately south of the Off-Site Power Station Facilities, approximately 15m south of the site entrance. The access point is identified by a PRoW sign erected by the Isle of Anglesey County Council. Aerial photography shows that the route traverses east of the pond in the adjoining agricultural field before joining the alignment of PRoWs 29/008/1 (as shown on the Definitive Map) [RD1] and 29/007/1 at the field boundary.</p> <p>Given that the official alignment of PRoW 29/008/1 is not passable and this route is clearly signposted it is considered likely that this route has been assumed to be a PRoW by members of the public walking the</p>	Medium

PRoW	Description	Value
	route and has been assessed on this basis.	
29/007/1	This PRoW is located approximately 230m east of the A5025 links PRoW 29/007/2 with a minor road which runs east from the centre of Llanfaethlu. The footpath is accessed from the minor road which runs east from the centre of Llanfaethlu utilising a stone stile. and the footpath is not signed from the highway.	Medium
29/009A/1	This PRoW is located east of the existing A5025 and leaves a minor road at Rallt Goch and links to Tyddyn-y-Waen. It does not form any linkages between other routes on the PRoW network.	Low
29/007/2	This PRoW is located approximately 250m east of the A5025. It is routed north-south between Dronwy where it forms a junction with PRoWs 27/007A/1 and 27/007/1, and the minor road at Pont Dronwy. This PRoW is not signposted from the highway in either location. As it provides access to Dronwy Caravan Park it is likely in use.	Medium
29/029/1	The path is accessed from the A5025 through a gateway and takes the form of a farm track. The path connects to a number of other footpaths that link to 29/029/2 and 29/029/3 at the property named Isle of Man and then to other footpaths in the network. There is no clear signage to this PRoW from the A5025 and no evidence of recent use.	Medium
18/055/2	This PRoW is accessed via a field gate on the A5025 carriageway, and is routed in a south-easterly direction before connecting with the wider PRoW network to the east of the A5025 near Cnycyn. It is not	Medium

PRoW	Description	Value
	signposted from the A5025 and appears to be little used.	
18/050/1	This PRoW is oriented east-west between the A5025 and Aber, Llanrhuddlad. It appears to be little used and is accessed via an ungated farm entrance. There is no signage to indicate the location of this PRoW, although it is connected to the wider PRoW network via a junction with PRoWs 18/056/1, 18/056/2 and 18/050/2 located east of Aber Pwll Farm.	Medium
18/056/1	This PRoW is accessed via a farm gate set back from the A5025, and heads in a southerly direction towards Aber where it connects to PRoWs 18/056/1, 18/056/2 and 18/050/2. It is not signposted from the A5025, and appears to be little used.	Medium
18/057/2	This PRoW links Bodwyn with the A5025 and joins the wider PRoW network to the east of the A5025. It is not signposted from the A5025 carriageway, and the entrance to the PRoW is not visible. This PRoW appears to be little used.	Medium
18/059/1	Located approximately 210m north-west of the A5025 this PRoW is routed east towards Rhydwyn where it joins the wider PRoW network. This footpath shows some limited evidence of usage.	Medium
18/060/1	This PRoW is approximately 60m in length and runs east from the A5025 towards the well at Tyddyn Waen. It is accessed via a wicket gate. The PRoW is not signposted from the A5025, and appears to be little used.	Low
18/063/4	This PRoW runs north from a minor road within the village of Llanrhuddlad, where it connects with the wider PRoW network. It is signposted from the minor road and	Medium

PRoW	Description	Value
	accessed via a kissing gate set back from the road. This PRoW appears to be little used.	
18/063/3	Located approximately 205m north-west of the A5025 this footpath branches east off from PRoW 18/063/4. This PRoW appears to be little used.	Medium
18/061/1	This PRoW links Orsedd-uchaf with the A5025, and appears to be little used. It is signposted from the A5025 carriageway and accessed via a kissing gate.	Medium
18/053/1	This PRoW is located approximately 250m east of the existing A5025 and heads south from the minor road which links the A5025 to Rallt Goch. It links to PRoW 18/053/2. This footpath is not signed from the road and access is blocked by a hedgerow and low stone wall, and therefore it is assumed this footpath is little used.	Low
18/062/1	This PRoW is routed east from the A5025 to link with PRoWs 18/053/1, 18/062/2 and 18/053/2. There is a metal kissing gate as the PRoW leaves the A5025 and a metal post that would appear to have provided a footpath sign at one time. There is some evidence that there may be some limited use of this PRoW.	Medium
18/067/1	This PRoW connects to the existing A5025 and heads east. It follows the access track to Bod-hedd before joining 18/063/2, 18/063/1 and 18/063/3. There is a metal post that would appear to have previously held the footpath sign. This PRoW shows some evidence of recent use.	Medium
18/018/1	This PRoW is approximately 170m in length. It is located west of the existing A5025 and forms a connection between the existing A5025 and a side road. As it leaves the A5025 it crosses an agricultural	Low

PRoW	Description	Value
	<p>field and then follows a hedgerow boundary feature before connecting to the side road via a farm gate.</p> <p>There is no evidence of recent use, with no discernible access point from the existing A5025. There is no signage at either end of this route.</p>	
38/030B/1	<p>This PRoW is towards the north of the scheme and connects to the existing A5025 near Rhandir before heading north-east and then west. It is part of the wider PRoW network and links to PRoWs 38/030A/1, 38/030/2 and 38/030/1. There is no evidence of recent use.</p>	Medium
18/018A/1	<p>Located approximately 220m east of the existing A5025, this PRoW links to PRoW 38/030/B at Cefn Coch. The footpath appears to be little used.</p>	Medium
18/017/1	<p>This PRoW leaves the A5025 to the north of Tyn Yr Odyn, heading west. This PRoW is part of a wider network of paths, linking to PRoWs 18/012/1 and 18/012/2. The path is accessed over a stone stile and shows some signs of limited use.</p>	Medium
38/033A/1	<p>This PRoW leaves the A5025 opposite Tyn Yr Odyn heading east. It is part of a wider network of paths and links to 38/029/1, 38/029/2, 38/033/1 and 38/029/3. This path is accessed through a field gate and there is no evidence of recent use.</p>	Medium
38/033/1	<p>This PRoW leads from the road between Llanfechell and the A5025 near Bwlch. It links to a network of other PRoWs at a junction with 38/029/1, 38/029/3 and 38/033A/1. It is not signposted from the road and the access point is not clear and appears to be overgrown. There is no evidence of recent use.</p>	Medium
38/029/1	<p>This PRoW is oriented in a south-easterly direction from the A5025</p>	Medium

PRoW	Description	Value
	before joining PRoWs 38/033/1 and 38/033A/1 and the wider PRoW network. It is not signposted from the A5025 carriageway and there is no visible access to the footpath from the A5025 carriageway. This PRoW appears to be little used.	
38/036/5	This PRoW is oriented north from the A5025 towards Caerdedog Uchaf and is part of the wider PRoW network. It takes the form of an ungated farm access track, and is not signposted from the A5025 carriageway. It appears to be little used.	Medium
18/012/1	This PRoW located approximately 230m west of the A5025, and runs south between two minor roads via Pen-y-cefn and Glan'rafon.	Medium
38/039/1	This PRoW is oriented north-west from the A5025 towards Caerdegog Uchaf where it joins PRoW 38/036/5. Access to this footpath is blocked by a wall and a fence, and it appears to be little used. There is no signage on the A5025 carriageway to indicate the location of this footpath.	Medium
38/039A/1	This PRoW is located north of the A5025 and links PRoWs 38/039/1 and 38/013/3. This PRoW appears to be little used.	Medium
38/039/2	This PRoW is located approximately 150m north of the A5025 and oriented in a north-easterly direction towards Caerdegog Uchaf. It links to PRoWs 38/039/1 and 38/013/3. This PRoW appears to be little used.	Medium
38/013/2	This PRoW is oriented south-east from the A5025 towards Bwlch. It is not signposted from the A5025 carriageway, and access via a stone stile is now blocked by a wall. This footpath appears little used.	Low
38/013/3	This PRoW is oriented north-west from the A5025 at Groes-fechan. It	Low

PRoW	Description	Value
	is not signposted from the A5025 carriageway and access is blocked by a wall. This footpath appears little used.	
38/013/4	Located approximately 185m east of the A5025 at Groes-fechan, this PRoW is linked to PRoWs 38/013/3 and 38/039/1. This PRoW appears to be little used.	Medium
38/032/1	This PRoW lies east of the A5025 and links a minor road at Bray with the property named Cae Mawr. It is not signposted from the carriageway, and takes the form of an ungated minor road. This PRoW appears to be little used.	Medium
20/050/1	This footpath follows the same route as an access track to a residential property. Use as a footpath is unclear due to its use for vehicular traffic. This footpath links to 38/038/1 but does not form a network route.	Low
20/028/1	This PRoW is oriented east between the A5025 south of Tregele and Cromlech Terrace, Tregele. It is not signposted from the A5025 carriageway, and access is blocked by a fence and a hedge. This footpath appears to be little used. The PRoW does not form any linkages to the wider PRoW network.	Low
38/038/1	This footpath follows the same route as an access track to a residential property. Use as a footpath is unclear due to its use for vehicular traffic. This footpath links to 20/050/1 but does not form a network route.	Low
20/038/2	This PRoW is routed along an access track to the residential property Tyddyn Goronwy. As the path approaches the garden, the route of the footpath is lost. There is anecdotal evidence from the	Medium

PRoW	Description	Value
	<p>property tenant that people do try to find the footpath but she is not aware of it ever having existed in her time at the property.</p> <p>The footpath is clearly signed from the A5025.</p>	
20/029/1	<p>This PRoW leads from the road to the Fisherman's Car Park into the middle of a field. There is no obvious destination for this footpath but it appears to lead to a historic well.</p> <p>There is a stile as the footpath joins the highway and it is well signposted. However, the stile is overgrown and there is no evidence of recent use.</p>	Low
20/029/2	<p>This footpath leads from Cemlyn Road into the middle of a field. There is no obvious destination for this footpath but it appears to lead to a historic well.</p> <p>The path is overgrown but there is some evidence that the path may be accessed for a short section from the road to the boundary wall of the field. The footpath is well signed.</p>	Low
20/030/1	<p>This PRoW leads from the road to the Fisherman's Car Park, through a gate and along a track for a few metres before opening out into an agricultural field. There is no obvious destination for this footpath but it appears to lead to a historic well.</p> <p>The entrance to the path is very overgrown with undergrowth as well as a mature tree, which blocks the route. While it is possible to access the path, it is difficult to do so.</p> <p>The footpath is well signed.</p>	Low
20/030/2	<p>This footpath leads from the A5025 over a stone stile towards the centre of a field. There is no obvious destination for this footpath but it appears to lead to a historic well.</p> <p>The footpath is well signposted from the A5025 but the stile is very</p>	Low

PRoW	Description	Value
	overgrown and there is no evidence of recent use.	
20/038/1	<p>The first 75 metres of this PRoW, as it leaves the public highway, is farm track. The path then is routed through a farmyard (Ty Croes) before travelling south-east horizontally across agricultural field that is used for grazing. The path then crosses a field boundary before following a historic field boundary (aerial photography shows where it used to exist) before reaching the property Tyddyn Goronwy. The path is then routed through the garden across the lawn.</p> <p>The track section of this footpath is still accessible though vegetation has grown up on either side due to lack of use. At the time of survey, this access was padlocked as a result of demolition work that was being undertaken at Ty Croes. It is not possible to walk the full extent of this footpath as it appears to be blocked up near Tyddyn Goronwy.</p> <p>The footpath is well signposted as it leaves the highway (road to the Fisherman's Car Park).</p>	Medium

Onshore recreation

Junction 2 of the A55 to the Logistics Centre

Walking, cycling and horse-riding on the highway

- 3.3.10 It is considered unlikely that horse-riders would use this section of the highway as it is formed of a busy junction for a trunk road and there are no stables close by. Potential effects on these recreational users are not, therefore, considered further.
- 3.3.11 Junction 2 of the A55 is crossed by pedestrians using PRoWs 19/022/1 and 19/022/2, routes that could be used for recreational purposes, for example for dog walking. There are no other obvious recreational routes within this study area which would result in walkers or cyclists using this section of the highway network.

Designated cycle routes

- 3.3.12 The Lôn Trefignath runs between the B4545 and the A55 between the Logistics Centre and Junction 2 of the A55, before crossing beneath the A5153 east of Junction 2 of the A55 (see figure C3-3, Application Reference Number: 6.3.32). This route is a road from Trearddur to Holyhead for people who want to avoid using the B4545. Since the construction of the Parc Cybi spine road, motorised vehicles have been restricted from using Lôn Trefignath, and it has been recognised as a local cycle route by Sustrans [RD2]. Walkers and cyclists travelling between Trearddur and Kingsland would use the Lôn Trefignath in preference to the spine road, as the Lôn Trefignath is a visually attractive route which cannot be used by motorised vehicles. On this basis the Lôn Trefignath has been assigned medium value for recreational use by walkers and cyclists.

Onshore recreational facilities

- 3.3.13 There are no onshore recreational facilities (as defined in chapter B4, Application Reference Number: 6.2.4) within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

Walkers, cyclists and horse riders on the highway

- 3.3.14 It is considered unlikely that walkers and cyclists would use the A5 between the Park and Ride and Junction 4 of the A55 for recreational purposes given the existing traffic levels along this route. More attractive routes between the surrounding communities exist along minor roads, although cyclists from Bryngwran and Bodedern may use Junction 4 of the A55 to access National Cycle Network (NCN) Route 8. NCN Route 8 is not within this study area but is an on-road cycle link between Cardiff and Holyhead which runs along a minor road to the south of the A55. On this basis, the A5 between the Park and Ride and Junction 4 of the A55 has been assigned a low value for recreational walkers and cyclists.
- 3.3.15 It is considered unlikely that horse-riders would use this section of the highway due to the current levels of traffic at this junction with the A55 and potential effects on these recreational users are not considered further.

Designated cycle routes

- 3.3.16 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Onshore recreational facilities

- 3.3.17 There are no onshore recreation features within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walking, cycling and horse riding on the highway

- 3.3.18 Rural roads on Anglesey are used as a recreational resource for cyclists and walkers who travel along the minor roads as they provide links between PRowWs as well as being recreational routes in their own right. Walkers and cyclists also travel along or cross the A5025 to link between PRowWs and minor roads.
- 3.3.19 It is considered unlikely that horse-riders would use this section of the highway due to the volume of traffic and potential effects on these recreational users are not considered further.
- 3.3.20 The effect on severance as a result of the closure of a side road near Cefn Coch is considered within chapter G4 (Application Reference Number: 6.7.4).
- 3.3.21 Table C3-3 shows average daily numbers of cyclists using the A5025 at locations on the A5025 based on Automatic Traffic Count data from counts undertaken in August, early September and November in 2014 and August and September 2015. Further details of these surveys are provided in appendix C2-4 (DCO TA Appendix D - Traffic Data Report) (Application Reference Number: 6.3.18) of the Environmental Statement).

Table C3-3 Cyclist numbers using the A5025

Location	Average daily number of cyclists (two way ¹)		
	2014		2015
	Aug/Sep	Nov	Aug/Sep
A5 between Junction 3 of A55 and Valley	17	8	-
Valley	-	-	23
Bronallt	22	17	26
Llanfachraeth	-	-	31
Bodfardden	-	-	6
Llanfaethlu	-	-	29
Llanrhuuddlad (south)	-	-	24
Llanrhuuddlad (north)	-	-	25
Tregele	-	-	21

- 3.3.22 The Tour de Môn cycle race is an annual event with three different routes. Each of these routes makes use of the A5025 along its existing alignment. The race generates a substantial increase in cycle movements along the A5025.
- 3.3.23 In 2014, the Tour de Môn cycle race was held on 17 August and 794 cyclists were recorded (by automatic traffic count (ATCs) which were set out on the road) cycling southbound along the A5025 on this date. In 2015, the Tour de Môn cycle race was held on 23 August, with 456 cyclists recorded by ATCs. The race reports for the Mawr, Bach and Canol routes (see figures C3-2 and C3-3, Application Reference Number: 6.3.32) in 2016 [RD3] shows that there were a total of 1,126 participants.
- 3.3.24 The portion of the existing A5025 used as part of the Tour de Môn has been assigned medium value, as it is part of a promoted race that local people and competitors from across the UK attend. Local people are also likely to use the A5025 to practice for the race.
- 3.3.25 In the context of existing traffic flows along the A5025, those sections of the A5025 which do not form part of a national trail or promoted route (for example an NCN route or the Tour de Môn route) have been assigned low value for recreational walkers and cyclists, as more attractive alternative routes are available for recreational purposes.
- 3.3.26 Minor roads within this study area are typically attractive as recreational routes for walkers and cyclists in their own right as well as forming important links between PRoWs. Minor roads have been assigned low value for cyclists, as

¹ Cyclists were recorded heading in both directions; these are individual cyclists and not necessarily cyclists undertaking a return journey.

they are not of particular importance on an individual basis as other routes of similar or greater recreational value are available within the local area. Minor roads have been assigned medium value for walkers, as these types of users are less able to make use of alternative routes within the local area than cyclists.

- 3.3.27 It is considered unlikely that horse-riders would use the A5025 or minor roads which link to the A5025 at the point of that junction, and potential effects on these recreational users is not considered further.

Designated cycle routes

- 3.3.28 There are two NCN routes which cross the A5025 between Valley and the Wylfa Newydd Development Area; NCN Route 5 and NCN Route 566 (see figures C3-2 and C3-3, Application Reference Number: 6.3.32). These routes are considered to be of medium value to onshore recreation as they are on-road sections of a national trail, and are described below.
- 3.3.29 NCN Route 5 links the village of Bodedern to Valley and crosses the A5025 to the south of Llanynghenedl, a short length of which (approximately 250m) is routed along the A5025. By the opening year for the A5025 Highway Improvements, a new segregated cycle path with designated crossing point would be provided where NCN Route 5 crosses the A5025 between Bodedern (B5109 junction) and the minor road leading to the Newlands Park area of Valley.
- 3.3.30 Currently NCN Route 566 (the Copper Trail) crosses the A5025 at Llanrhuddlad and Tregele and includes a designated segregated staggered crossing at Llanrhuddlad.

Onshore recreational facilities

- 3.3.31 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 3 of the A55 and Wylfa Newydd Development Area via the A5 and A5025.

Active travel

- 3.3.32 Active travel means journeys on foot or cycle that are made for a purpose other than recreation, for example, travel to schools, employment, shops or leisure centres. Potential active travel journeys that have been identified within the study areas are described below.

Junction 2 of the A55 to the Logistics Centre

Walkers and cyclists in the highway

- 3.3.33 Junction 2 of the A55 is crossed by pedestrians using PRowS 19/022/1 and 19/022/2 and is the key link between Penrhos Industrial Estate and the residential area of Kingsland and the Parc Cybi Business Park and the communities near Penrhos. There are footways alongside the highway and so pedestrians would not need to be walking within the road.

- 3.3.34 The spine road through Parc Cybi that provides access to the Logistics Centre has a shared use footway/cycleway to the north of the road and a footway to the south of the road. The shared use footway/cycleway and footway were constructed as part of the active travel infrastructure for the business park, and for the purposes of this assessment are considered to be solely used as active travel routes. The shared use footway/cycleway continues onto the A5153 between the northern extent of the spine road and Junction 4 of the A55. These cycleway/footways have been assigned a medium value for active travel routes, as whilst they are likely to be regularly used once the business park is developed and employment opportunities created, alternative routes are available should one of these cycleway/footways be closed for any reason.

Designated cycle routes

- 3.3.35 The Lôn Trefignath runs between the B4545 and the A55 between the Logistics Centre and Junction 2 of the A55, before crossing beneath the A5153 east of Junction 2 of the A55 (see figure C3-3, Application Reference Number: 6.3.32). This route is a road from Trearddur to Holyhead for people who want to avoid using the B4545 and is recognised as a local cycle route by Sustrans [RD2]. Since the construction of the spine road, motorised vehicles have been restricted from using Lôn Trefignath. This route has, as a result, become a segregated active travel route from Trearddur to Holyhead. Lôn Trefignath has been assigned a medium value for active travel use.

Junction 4 of the A55 to the Park and Ride

- 3.3.36 The community of Bryngwran is within 8km of Valley, and walkers and cyclists may be undertaking active travel journeys between these two settlements using the A5. An alternative route between Bryngwran and Valley exists via the minor road which runs south of Bryngwran and links to NCN Route 8, which follows minor roads east into Valley. However, this alternative route is significantly longer than 8km, and therefore it is not comparable for an active travel journey. There are no footways along the A5 between the Park and Ride and Junction 4 of the A55, except through the northern roundabout and overbridge of Junction 4 of the A55. On this basis, the A5 between Junction 4 of the A55 and the Park and Ride has been assigned low value for active travel.
- 3.3.37 Active travel walkers and cyclists travelling between Bodedern and Valley could use NCN Route 5, which is routed across the A5025 and south to Valley via minor roads. Alternatively, they may use the minor road which runs south of Bodedern to Junction 4 of the A55 and the A5 to complete this journey.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists using the highway

- 3.3.38 The A5 provides an important link between Caergeiliog and Valley, and then onward to Holyhead. There is a shared use footway/cycleway through the roundabout at Junction 3 of the A55, which links to a footway between

Caergeiliog and Valley. In addition to providing an active travel route for people accessing education, employment, services, or leisure facilities in Valley and Holyhead, this section of the A5 also provides access to a cemetery. This route has been assigned a medium value for active travel use.

- 3.3.39 The community of Valley is focused around the existing A5025/A5 signal controlled junction. There are petrol stations, shops, pubs and a cemetery located within the village along with Ysgol Gymuned Y Fali and a local GP surgery.
- 3.3.40 Valley and Holyhead are designated localities under the Active Travel (Wales) Act 2013, and on this basis, all roads within this study area that could form connections to Valley (and onward to Holyhead) could form active travel journey routes. However, as there is no specific provision for cyclists or pedestrians on the A5025 it has been assigned a low value at this location. Minor roads that form connections to settlements without the need to use the A5025 as part of such active travel journeys (except for the purposes of crossing it) have been assigned a medium value.
- 3.3.41 The existing A5025 is routed through the communities of Valley, Llanynghenedl, Llanfachraeth, Llanfaethlu, Llanrhuddlad and Tregel. Facilities within these communities include churches, primary schools, shops, pubs and playgrounds.
- 3.3.42 The A5025 does not have a footway for the majority of its length, but short sections of footway are available within the key settlements, these sections of the highway have been assigned high value for active travel as they could be used by vulnerable users undertaking active travel journeys within the communities. While walkers are able to use footways provided through some sections of the route, in other sections they must walk in the road. Where this is the case, beyond the settlement boundaries, the A5025 has been assigned a low value unless it forms a specific active travel journey as set out below.
- 3.3.43 Cyclists use the road throughout all sections of the A5025 and could be undertaking active travel journeys, the A5025 has been assigned that same low value for cyclists and walkers for the purposes of assessing active travel.
- 3.3.44 The community of Llanynghenedl is located 2.7km north of Valley on the A5025. This is a small settlement with residential properties, a shop and a church. The B5109 (east from the A5025 to Bodedern) and the minor road that heads west from the A5025 to the south of Llanynghenedl (routed to Valley) has been assigned a medium value for active travel, as they are part of an on-road section of NCN Route 5.
- 3.3.45 NCN Route 5 links the village of Bodedern to Valley and crosses the A5025 to the south of Llanynghenedl, a short length of which (approximately 250m) is routed along the A5025. By the opening year for the A5025 Highway Improvements, a new segregated cycle path with designated crossing point would have been provided as part of the A5025 On-line Highway Improvements (subject to planning consent being granted) where NCN Route 5 crosses the A5025 between Bodedern (B5109 junction) and the minor road leading to the Newlands Park area of Valley. NCN Route 5 has been assigned a medium value for the purposes of active travel.

- 3.3.46 The A5025, as it heads south from the junction of the NCN route at Llanynghenedl has been assigned a negligible value for active travel, as while it provides a direct route, there are other more suitable routes available.
- 3.3.47 Llanfachraeth is within 5km of Bodedern and in accordance with *Design Guidance Active Travel (Wales) Act 2013* [RD4], is within the zone that could be taken for active travel journeys. Once the A5025 Off-line Highway Improvements have been completed, this journey could be undertaken primarily on local roads, with a 300m section of the A5025 needing to be utilised. The A5025 between Llanynghenedl and a new junction to Llanfachraeth associated with the A5025 Off-line Highway Improvements has been assigned a low value for active travel purposes as there are no existing provisions for cyclists or pedestrians along this section of road, but logically, it could form part of an active travel journey to a larger settlement.
- 3.3.48 The A5025 Off-line Highway Improvements would provide a bypass to the east of Llanfachraeth. People undertaking active travel journeys to or from Llanfachraeth would continue to use the existing A5025, which would benefit from a reduction in traffic as a result of the A5025 Off-line Highway Improvements (see chapter G4, Application Reference Number: 6.7.4). The A5025 at this location has been assigned a negligible value for active travel purposes.
- 3.3.49 The minor roads which link Llanfachraeth and the smaller communities of Llanfwrog and Stryd y Facsen provide a route between these communities and the facilities available within Llanfachraeth, but are not within a designated settlement and so have also been assigned a low value.
- 3.3.50 The A5025 between Llanfachraeth and Llanfaethlu could be used for active travel journeys. From communities east and west of the A5025 there are alternative routes to Llanfachraeth and Llanfaethlu that would be more attractive for walkers and cyclists and would not involve a substantial increase in distance travelled. The only active travel journeys that have been identified are those between Llanfachraeth and Llanfaethlu themselves. While the distance is less than 5km, the only active travel journey that would apply to significant numbers of people is the route to school for primary school children. It is not considered likely that children would undertake active travel journeys between Ysgol Rhyd y Llan (in Llanfaethlu) and Llanfachraeth due to the distance involved. On this basis, the A5025 between Llanfachraeth and Llanfaethlu has been assigned a low value for active travel.
- 3.3.51 The community of Llanfaethlu is on the A5025, though the centre of the settlement is located to the west of the road. Approximately 700m south of the village, also on the A5025, is a small chapel and public house (the Black Lion Inn).
- 3.3.52 Ysgol Rhyd y Llan, is located in Llanfaethlu and children who previously attended primary schools in Llanfachraeth, Llanfaethlu and Llanrhuddlad will now go to Ysgol Rhyd y Llan. It is not considered likely that children would undertake active travel journeys between Ysgol y Llan and Llanfachraeth due to the distance involved. It is feasible, though also considered unlikely, that children based in the nearby communities of Llanrhuddlad and Rhydwyn would travel to and from Ysgol y Llan by foot or cycle, though in Wales,

children of primary school age who live further than 2 miles (3.2km) from school are provided with free transport and so are unlikely to make this journey by active travel.

- 3.3.53 Currently, there are no footways along the A5025 between these communities, and therefore, children walking and cycling would need to travel in the carriageway. On the basis that the Active Travel (Wales) Act 2013 requires consideration to be given to active travel when considering new highway schemes, the A5025 within section 5 that would provide a route for active travel journeys to Ysgol y Llan from Llanrhuddlad and Rhydwyn has been assigned a high value for active travel purposes.
- 3.3.54 The minor road which runs east between the Black Lion Inn, Llanfaethlu and the community of Llanddeusant could also form part of the active travel journey for children travelling between Llanddeusant and Ysgol Rhyd y Llan, and has been assigned a medium value on that basis. Similarly, the minor road which runs west from the centre of Llanfaethlu has been assigned a high value, as it will be used by children travelling from within the main community of Llanfaethlu to Ysgol Rhyd y Llan and footways are provided within the settlement.
- 3.3.55 It is feasible that older primary school children, based in the nearby communities of Llanrhuddlad and Rhydwyn, would travel to and from Ysgol Rhyd y Llan (Llanfaethlu) by cycle, with a proportion of the journey routed along the A5025. Currently there are no footways providing these linkages, and therefore children walking and cycling would need to travel in the carriageway. While this is unlikely, the A5025 between Llanfaethlu and Llanrhuddlad has been assigned a medium value for active travel on the basis that school children are vulnerable road users.
- 3.3.56 The community of Tregle is located on the A5025 approximately 800m north of the Power Station Access Road Junction; active travel journeys from Tregle are likely to involve travel to the larger settlements of Cemaes (approximately 1.1km further north) and Llanfechell (approximately 1.7km to the south-east); these minor roads have been assigned a medium value for active travel.

3.4 Design basis and activities

- 3.4.1 This section sets out the design basis for this assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that will be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.
- 3.4.2 As described in chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1), the application for development consent is based on a parameter approach. This chapter has assessed a worst case scenario from a public access and recreation perspective taking into consideration the flexibility afforded by the parameters.

Opening year of the A5025 Off-line Highway Improvements

Basis of assessment and assumptions

- 3.4.3 The assessment work (and selection of scenario years) has been undertaken on the basis of an assumed implementation year of the Wylfa Newydd Project of 2019. Although the implementation year is subject to change, this would not materially change the conclusions of the assessment presented in this chapter.
- 3.4.4 The assessment of public access and recreation effects at the opening year of the A5025 Off-line Highway Improvements is based upon a number of assumptions regarding the construction and operation of the developments which comprise the Wylfa Newydd Project, and also with regards to changes to the baseline for public access and recreation. These assumptions are detailed in the following sections.

Wylfa Newydd Project

A5025 On-line Highway Improvements:

- 3.4.5 The assessment of public access and recreation effects assumes that the A5025 On-line Highway Improvements with respect to road widening and re-surfacing will have been completed, including the construction of a segregated cycle path for NCN Route 5 at Llanynghenedl and a new segregated cycle path between Nanner Road and the Wylfa Newydd Development Area, which incorporates a crossing for the Copper Trail heading east to Llanfechell at Bwlch.

A5025 Off-line Highway Improvements

- 3.4.6 The assessment of public access and recreation effects assumes that the A5025 Off-line Highway Improvements (as described in chapter G1 proposed development, Application Reference Number: 6.7.1) would be completed, including a new shared use footway/cycle way between Llanfaethlu and the Black Lion Inn. The first assessment year considered is the opening year of A5025 Off-line Improvements.

WNSA Development

- 3.4.7 The assessment of public access and recreation effects assumes the following.
- The Wales Coast Path would be diverted along the route shown in figure D4-4 (Application Reference Number: 6.4.101).
 - NCN Route 566 (Copper Trail) would be diverted along the route shown in figure D4-4 (Application Reference Number: 6.4.101).
 - The necessary security arrangements to enable the Wylfa Newydd Development Area to be accessed via the new Power Station Access Road Junction would be in place.

Logistics Centre

3.4.8 The assessment of public access and recreation effect assumes the following.

- The shared use footway/cycleway which runs along the northern side of the Parc Cybi spine road and the Lôn Trefignath would be co-located where it crosses the entrance/exit to the Logistics Centre, and a zebra crossing will be provided across the entrance/exit to the Logistics Centre suitable for use by walkers and cyclists using these routes.
- The Logistics Centre is anticipated to be operational for a period of up to 10 years during the construction phase of the Wylfa Newydd Power Station.
- The Logistics Centre would be operational seven days per week, however, Heavy Goods Vehicle (HGV) movements between the Logistics Centre and the Wylfa Newydd Development Area will be generally restricted to between 7am and 7pm on weekdays, as stated in section 5 of the Wylfa Newydd Code of Construction Practice (CoCP) (Application Reference Number: 8.6).
- Vehicle movements between the Logistics Centre and Wylfa Newydd Development Area would be controlled to avoid the period immediately prior to and following school hours when children are most likely to be crossing the A5025 until the A5025 Offline Highway Improvements have been completed, as stated in section 5 of the Wylfa Newydd CoCP (Application Reference Number: 8.6).
- There would be an average of 20 vehicles entering and 20 vehicles exiting the Logistics Centre during the operational period of the development, with a maximum of up to 40 vehicles entering and 40 vehicles exiting per hour.

Park and Ride

3.4.9 The assessment of public access and recreation effects takes into account the description of the development set out in chapter F1 (proposed development) (Application Reference Number: 6.6.1), which includes the provision of 1,900 secure car parking spaces.

3.4.10 It is predicted that there would be a maximum total of 78 daily return bus movements from the Park and Ride to the Power Station Site. This is based on three staggered morning shifts (33 return trips at the start and end of the shift) and three staggered night shifts (six return trips at the start and end of the shift), with a capacity of 50 workers per bus. These maximum predicted bus movements, and associated environmental effects, represent the 'worst case' for the conservative assessment purposes of this Environmental Statement.

3.4.11 There would be a maximum of 22 peak hour one-way bus movements from the Park and Ride to the Power Station Site between 07:00 and 08:00, and 22 peak hour one-way movements back to the Park and Ride from the Power Station Site between 18:00 and 19:00. There would be a further four

northbound trips associated with the night shift, travelling to the Power Station Site from the Park and Ride between 16:30 and 17:30, and four inbound trips back to the Park and Ride, between 03:30 and 04:30. This assumes a travel time of approximately 30 minutes between the end of the shift and arriving at the Park and Ride.

- 3.4.12 By staggering the shifts, the bus movements associated with construction workers on the A5 and A5025 transportation route would also be staggered reducing the peak flows. The times at which workers travel to the Park and Ride in their own vehicles for onward travel would also be staggered.

Future traffic flows along the A5025

- 3.4.13 Total traffic flows along the A5025 are expected to increase in the future as a result of factors unrelated to the Wylfa Newydd Project. The assessment of effects for the opening year of the A5025 Off-line Highway Improvements is based on predicted traffic flows for the year 2020, in the absence of the Wylfa Newydd Project. This allows the assessment to isolate the effects on public access and recreation receptors associated with traffic generated by the Wylfa Newydd Project.

Embedded mitigation

- 3.4.14 The A5025 On-line Highway Improvements, A5025 Off-line Highway Improvements, Logistics Centre and Park and Ride are in themselves embedded mitigation for the traffic-related effects of construction of the Power Station. The timing of the provision of these elements of the Wylfa Newydd Project is set out in the Phasing Strategy (Application Reference Number: 8.29).
- 3.4.15 In addition, the Marine Off-Loading Facility (MOLF) has been included in the design of the Power Station to enable construction materials to be transported by sea and reduce the amount of additional traffic on Anglesey's highway network resulting from construction of the Power Station. The timing of the provision of these elements of the Wylfa Newydd Project is set out in the Phasing Strategy (Application Reference Number: 8.29).
- 3.4.16 The Lôn Trefignath and the cycleway/footway that cross the entrance to the Logistics Centre would be co-located, and a zebra crossing provided to clearly demarcate the crossing's location and give priority to cyclists and walkers. Information regarding this provision is included in the Logistics Centre sub-CoCP (Application Reference Number: 8.11)

Good practice mitigation

- 3.4.17 The following good practice mitigation relating to pedestrians and cyclists has been identified in respect of the Logistics Centre.
- Construction drivers would be briefed on the risk they pose to cyclists and pedestrians who cross the site entrance as drivers leave the Logistics Centre in accordance with the public access management strategy set out in section 6 of the Logistics Centre sub-CoCP (Application Reference Number: 8.11).

Peak construction

Basis of assessment and assumptions

- 3.4.18 The assessment of public access and recreation effects at peak construction has been completed based on information provided in the Integrated Traffic and Transport Strategy (see appendix C2-4, Application Reference Number: 6.3.20) and in the proposed development chapters D1 (Application Reference Number: 6.4.1) for the WNDA development, E1 (Application Reference Number: 6.5.1) for the Off-Site Power Station Facilities, F1 (Application Reference Number: 6.6.1) for the Park and Ride, and chapter H1 (Application Reference Number: 6.8.1) for the Logistics Centre.
- 3.4.19 As described above, traffic flows along the A5025 would be expected to increase in the future as a result of factors unrelated to the Wylfa Newydd Project. The baseline traffic flows upon which the assessment of traffic-related effects of the Wylfa Newydd Project on public access and recreation receptors at peak construction is based on traffic flows in the year 2023 in the absence of the Wylfa Newydd Project.

Embedded mitigation

- 3.4.20 No further embedded mitigation measures have been identified above those already described for the opening year of the A5025 Off-line Highway Improvements above.

Good practice mitigation

- 3.4.21 No further good practice mitigation measures have been identified as being required beyond those specified in paragraph 3.4.15.

Peak operation

Basis of assessment and assumptions

- 3.4.22 The assessment of public access and recreation effects at peak operation is based on the assumptions described below.

Off-Site Power Station Facilities

- 3.4.23 Vehicle movements associated with the Off-Site Power Station Facilities during the operation of the Power Station would be as follows.
- Three staff associated with the Environmental Survey Laboratory (ESL) would be present on site on a daily basis, with daily sample deliverables made via car or 4x4.
 - A small number of additional staff would attend training at the Off-Site Power Station Facilities on a regular basis, who would park within the staff parking area.
 - Events such as a training exercise or emergency situation that require a larger number of staff to be present on site, and which would necessitate

the use of the overflow car park and access by HGVs. Training exercises would typically take place once or twice per year.

- 3.4.24 Further assumptions are based on the proposed development chapter E1 (Application Reference Number: 6.5.1).

Power Station Site

- 3.4.25 During normal operational conditions the timing of day and night shifts for the Power Station operational staff would be as follows:
- one eight-hour shift for normal operational staff (08:00 – 16:00); and
 - two 12-hour shifts of critical shift workers, security and outage staff (07:00 to 19:00 and 19:00 to 07:00).
- 3.4.26 Refuelling outages would occur at a frequency of 17-23 months for each reactor and would last for approximately one month.
- 3.4.27 Every ten years a longer outage would be performed. Up to 1,000 additional workers would be required on site during outage periods.
- 3.4.28 The Wales Coast Path would have been diverted along the route shown in figure D4-5 (Application Reference Number: 6.4.101).
- 3.4.29 NCN Route 566 (Copper Trail) would have been diverted along the route shown in figure D4-5 (Application Reference Number: 6.4.101).
- 3.4.30 As described above, traffic flows along the A5025 would be expected to increase in the future as a result of factors unrelated to the Wylfa Newydd Project. The assessment of traffic-related effects on public access and recreation receptors at peak operation is based on traffic flows in the year 2033 in the absence of the Wylfa Newydd Project.
- 3.4.31 Further assumptions are based on information provided in proposed development chapter D1 (Application Reference Number: 6.4.1).

Embedded mitigation

- 3.4.32 No embedded mitigation measures have been identified as being required.

Good practice mitigation

- 3.4.33 No good practice mitigation measures have been identified as being required.

3.5 Assessment of effects

- 3.5.1 This section presents the findings of the assessment of effects of traffic on public access and recreation. The assessment has been undertaken in accordance with the methodology set out in chapter B4 (Application Reference Number: 6.2.4). The assessment of effects is based on the assumptions set out above and informed by the assessment set out in chapter C2 (Application Reference Number: 6.3.2), the DCO Transport Assessment (see appendix C2-4, Application Reference Numbers: 6.3.14) and information provided in the Integrated Traffic and Transport Strategy (see appendix C2-4, Application Reference Number: 6.3.20).

Opening year of the A5025 Off-line Highway Improvements

Public access

- 3.5.2 The increased levels of traffic associated with the construction of the Power Station, Off-Site Power Station Facilities and the Associated Development would not affect the physical routes of any PRow, as no closures or diversions to existing routes would be required. However, the PRow network in the study areas rely heavily on the use of roads in order to make links between routes. Consideration of the potential effects on walkers using the highway to make links between PRows is considered in the on-shore recreation section of this chapter.
- 3.5.3 The potential effects considered below relate to the reduction in recreational amenity that could result from the increase in traffic generally, and the increase in HGVs and Passenger Service Vehicles (PSVs) using the A5025. The assessment has taken into account the noise and dust that would result from these movements, as well as the physical presence of this traffic on the road.
- 3.5.4 A description of effects on PRows and the highway links between PRows within the study areas during the opening year of the A5025 Off-line Highway Improvements is provided in the following sections.

Junction 2 of the A55 to the Logistics Centre

- 3.5.5 There would be no effect on the PRows listed in table C3-2 as they do not cross or adjoin the spine road or A5153 between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

- 3.5.6 There are no PRows within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

- 3.5.7 PRow 27/020/1 would be severed by the A5025 Off-line Highway Improvements and would cross the A5025 at grade but would, in effect have become two separate footpaths, and is likely to be renumbered to this effect. The effects of this severance is considered in chapter G4 (Application Reference Number: 6.7.4). On this basis, it will be considered as if it were the same as all other PRows that link to the A5 or A5025 within this study area.
- 3.5.8 Walkers using PRow which adjoin the A5 and A5025 would also experience a limited reduction in recreational amenity as a result of additional noise and dust generated by the increased traffic flows along these roads. There are currently 41 PRows that adjoin the A5025 between Valley and the Wylfa Newydd Development Area (as listed in table C3-2). This would increase to 42 if PRow 27/020/1 is split and renumbered. Following completion of the A5025 Off-line Highway Improvements, PRow 18/018/1 would be permanently closed, PRow 27/018/1 would be diverted beneath the

Llanfachraeth bypass and PRow 27/20/1 would be routed across the A5025 (as discussed above). Therefore, by the opening year of the A5025 Off-line Highway Improvements, there would be a total of 40 PRowS which adjoin the A5025 between Valley and the Wylfa Newydd Development Area. There are no PRowS that adjoin the A5 between Junction 3 of the A55 and the A5025.

- 3.5.9 The reduction in recreational amenity associated with increased traffic flows would be localised to the portion of the route closest to the road where the noise and dust associated with the additional traffic would be experienced. This would not be sufficient to affect walkers' enjoyment of the route as it would only affect a small section of a longer recreational journey. On this basis, the magnitude of change and significance of effect on recreational amenity for the 40 PRowS listed in table C3-2 which would join the A5025 at grade during the opening year of the A5025 Off-line Highway Improvements would be negligible.

Onshore recreation

Junction 2 of the A55 to the Logistics Centre

Designated cycle routes

- 3.5.10 Vehicles entering and exiting the Logistics Centre from the spine road for the industrial estate at Parc Cybi would be required to cross the Lôn Trefignath. It is anticipated that there would be up to 40 vehicles per hour entering and 40 vehicles per hour exiting the Logistics Centre at peak times. Whilst the provision of the zebra crossing across the site entrance would reduce the severity of the reduction in recreational amenity for cyclists using this route, it would still be sufficient to discourage the use of this route. The magnitude of change in recreational amenity would be medium, and the significance of the effect on the Lôn Trefignath (which has been assigned medium value) would be moderate adverse.

Onshore recreational features

- 3.5.11 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.12 Peak flows in and out of the Park and Ride would be associated with the shift changes for construction workers. During these periods there would be a reduction in recreational amenity for walkers and cyclists travelling along or crossing the A5 between the Park and Ride and Junction 4 and travelling through Junction 4 of the A55.
- 3.5.13 The reduction in recreational amenity for walkers and cyclists would be partially mitigated by the shared use footway/cycleway along the A5 and the northern roundabout of Junction 4 of the A55 provided by Horizon as part of the Park and Ride. This new provision would link to the existing shared use

footway/cycleway on the southern roundabout of the A5, providing a continuous route through Junction 4 of the A55. Based on professional judgement the reduction in recreational amenity associated with increased traffic flows in the early morning (approximately 6.30am to 8am) and evening (approximately 6.30pm to 8pm) would be sufficient to discourage use of the minor road link between Bodedern and Llanfihangel yn Nhowyn and the A5.

- 3.5.14 The A5 between Junction 4 of the A55 and the Park and Ride has been assigned a low value for recreational walkers and cyclists, with the minor road between Bodedern and Llanfihangel yn Nhowyn assigned a medium value. The magnitude of change would be large during this peak flow period, but it is considered unlikely to coincide with periods where recreational walkers or cyclists are using this section of road. As a result, the effect on walkers and cyclists would be minor adverse. The reduction in amenity associated with the peak in vehicle movements in the late afternoon to early evening (between approximately 4pm and 5.30pm) would not be sufficient to discourage use of the A5, and the significance of the effect during this period would also be minor adverse.
- 3.5.15 Outside of these periods the number of vehicles entering and exiting the Park and Ride would be far lower, limited to those required by the operation of the Park and Ride. The magnitude of change and significance of effect on recreational amenity for recreational walkers and cyclists during the late morning and afternoon would be negligible. There would therefore be a negligible effect on these users.

Designated cycle routes

- 3.5.16 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride. The minor roads between Llanfihangel yn Nhowyn and Bodedern could form part of a circular route that utilises the NCN. The effect on these cyclists is considered above under the 'walkers and cyclists on the highway' section.

Onshore recreational facilities

- 3.5.17 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists on the highway

- 3.5.18 Effects on recreational walkers and cyclists travelling along the A5025 would be principally related to the number of HGVs and PSVs also using this road. Widening works undertaken as part of the A5025 On-line Highway Improvements would help to reduce the effect of increased HGV and PSV flows for cyclists.
- 3.5.19 The increase in the number of HGVs and PSVs on weekdays would be large, rising from the projected baseline figure of HGV and PSV of 21 at Valley to 52

with the Wylfa Newydd traffic. This relative increase applies throughout the day as a result of the PSVs peaking at shift changes, and HGVs from the Logistics Centre throughout the day. The magnitude of change in recreational amenity associated with increased numbers of HGVs and PSVs on the A5025 at these times is considered to be medium, as it would be sufficient to discourage walkers and cyclists from using the A5025. Using professional judgement, the significance of the effect on the A5025 as a recreational route at these times has been assessed as moderate adverse for cyclists and walkers due to the length of road that would be impacted.

- 3.5.20 Typically, at weekends and in evenings after 7pm there would be no heavy goods vehicles travelling between the Logistics Centre and the Wylfa Newydd Development Area, although there would still be a small peak in PSV and HGV flows in the early morning and early evening associated with the construction worker shift change at the Wylfa Newydd Development Area. This increase in numbers during shift changes, while being a large percentage increase on anticipated baseline flows is not considered to be sufficient to discourage recreational cyclists or walkers from using sections of the A5025. The magnitude of change is medium, but using professional judgement the significance of the effect is considered to be minor adverse. The magnitude of change in the evenings and weekends (outside shift changes) would be negligible, and the resultant effect would also be negligible.
- 3.5.21 Adverse effects on walkers and cyclists crossing the A5025 between PRowS or between the side roads which bisect the existing A5025 would be related to the increase in total traffic flows along the route. The relative increase in total traffic flows would be greatest in the early morning (between 7am and 8am) and early evening (between 5pm and 6pm) on weekdays and weekends. At these times the severance resulting from increased traffic flows along the A5025 would be sufficient to affect the recreational amenity of walkers and cyclists. However, this would only be a small magnitude of change. The significance of the effect on recreational amenity for walkers and cyclists crossing the A5025 would be minor adverse.
- 3.5.22 During the late morning and early evening on weekdays and weekends the increase in traffic flows resulting from the Wylfa Newydd Project would be substantially lower, and would barely be noticeable by walkers and cyclists crossing the A5025. The magnitude of change and significance of effect on recreational amenity for recreational walkers and cyclists (who may be crossing at weekends) crossing the A5025 at late morning and early evening on weekdays and weekends would be negligible.
- 3.5.23 It is assumed that the Tour de Môn would continue to take place at the weekend as it has done in previous years, and would use the routes provided on the Tour de Môn page of the Always Aim High events website [RD5] (taking into account the changes in alignment of the A5025 proposed as part of the A5025 Off-line Highway Improvements discussed in chapter G1 (Application Reference Number: 6.7.1). For previous races the start time has been 7am and chip timing has ceased at 5pm, which indicates that the vast majority of participants will have completed the section of the race which is routed along the A5025 before buses carrying construction workers to the Wylfa Newydd Development Area leave the Park and Ride. On this basis, there would be no

effect on most participants of the Tour de Môn as a result of the increased traffic on the A5025 and A5 in respect of the Wylfa Newydd Project. There would be a minor adverse effect on any participants who do not manage to complete the section of the Tour de Môn that runs along the A5025 between Llanfachraeth and Valley by 4pm. After this time additional PSV movements associated with the shift changes would be crossing the path of cyclists at the Valley roundabout.

Designated cycle routes

- 3.5.24 Cyclists using NCN Route 566 (Copper Trail) are required to cross the A5025 at Llanrhuuddlad and, once the Copper Trail has been diverted to avoid Cemlyn Road, also at Bwlch. NCN Route 566 is mainly used by recreational cyclists. The severance associated with the increase in traffic flows has been considered in the context of the longer NCN Route and while there would be a localised effect as the route crosses the A5025, it would not be sufficient to discourage use, as it is only an occasional reduction of a much longer route. This equates to a negligible magnitude of change. The significance of the effect on recreational amenity of NCN Route 566 (Copper Trail) would be negligible adverse.
- 3.5.25 NCN Route 5 crosses the road at Llanynghenedl, this route is used by recreational cyclists, but as with NCN 566 the potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the main recreational route cycled. On this basis the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would be negligible adverse.

Onshore recreational facilities

- 3.5.26 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025.

Active travel

- 3.5.27 Baseline traffic flows on the A5025 between Valley and Wylfa Newydd Development Area and on the A5 between the Park and Ride and junction 4 of the A55 do not exceed 8,000 vehicles per day (see table C2-1 in chapter C2, Application Reference Number: 6.3.2) and thus the criteria for magnitude of change set out in chapter B4 (Application Reference Number: 6.2.4) are not appropriate for the assessment of effects on active travel journeys that cross the A5025 at these locations. The 8,000 vehicles figure is based on Annual Average Daily Traffic (AADT), which does not allow for peak flows, which in respect of the Wylfa Newydd Project have the potential to have the greatest impact. The AADT figures also do not take account of changes to the mix of vehicles, with the Wylfa Newydd Project the percentage of traffic that would be HGV and PSV would increase. Therefore, the assessment of magnitude of effect for active travel is based upon professional judgement, with recognition that active travel walkers and cyclists are less influenced by the

attractiveness of a route than recreational walkers and cyclists and are more influenced by convenience and perceived (and actual) safety of the route.

Junction 2 of the A55 to the Logistics Centre

Walkers and cyclists on the highway and designated cycle routes

- 3.5.28 It is anticipated that there would be up to 40 vehicles per hour entering and 40 vehicles per hour exiting the Logistics Centre at peak times. Walkers and cyclists using the shared use footway/cycleway or the Lôn Trefignath, which runs along the northern side of the spine road, would be affected by vehicles entering and exiting the Logistics Centre. The shared use footway/cycleway which runs along the spine road and A5153 between the Logistics Centre and Junction 2 of the A55 has been assigned medium value for active travel.
- 3.5.29 The Parc Cybi Business Park site has not been built out at this time and therefore, there are no traffic flows in or out of the site on which the Logistics Centre would be constructed. As such, the percentage increase in traffic flows would be extremely high even where it did not equate to large numbers of vehicles. Using professional judgement in this instance, the use of the magnitude criteria for active travel set out in chapter B4 (Application Reference Number: 6.2.4) is not appropriate. On this basis, while the magnitude of change is large according to the methodology the assessment considers the number of vehicle movements rather than percentage increase as the key determinant of the effect.
- 3.5.30 The layout of the site entrance is described in more detail in chapter H4 (Application Reference Number: 6.8.4) of this Environmental Statement but in summary would involve a lane of traffic entering the site and a lane of traffic exiting the site, with a traffic island between these two traffic flows. There would be a zebra crossing across the site entrance with walkers and cyclists being given priority over vehicles entering and leaving the Logistics Centre.
- 3.5.31 The introduction of this junction would add a degree of inconvenience to the active travel journey as it would introduce crossing into the route. The mixture of vehicles entering and exiting the Logistics Centre would predominantly be HGVs, which would have a greater effect on the safety (both perceived and actual) of cyclists using the Lôn Trefignath and dual use path. Considered together the reduction in convenience and attractiveness of this route for active travel purposes would result in a moderate adverse effect on walkers and cyclists.

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.32 As discussed above, the traffic flows in and out of the Park and Ride is based on the information set out in chapter F1 (Application Reference Number: 6.6.1). Flows would be highest between the A55 and the Park and Ride via the A5 and Junction 4 of the A55 in the early morning (between approximately 6.30am and 8am) and up to 1,650 cars entering and exiting the Park and Ride in the early evening (between approximately 6.30pm and 8pm). During the late afternoon and early evening (between approximately 4pm and 5.30pm)

there would be approximately 300 vehicles entering and exiting the Park and Ride.

- 3.5.33 The effect on active travel associated with this increase in traffic flows along the A5 would be partially mitigated by the provision of a shared use footway/cycleway along the route to link with the existing shared use footway/cycleway through Junction 4 of the A55. This would improve the existing provision for cyclists and pedestrians using the A5, as well as providing a link to construction workers who walk or cycle to the Park and Ride. However, the result of the increased traffic flows in the early morning (between approximately 6.30 am and 8am) and early evening (between approximately 6.30pm and 8pm) could affect people using this route for active travel.
- 3.5.34 Having considered potential active travel journeys that could be using this junction, it is assumed that the number of cyclists (or, to a lesser extent, walkers, due to the distance between local communities and active travel destinations) would be low. Residents of Bodedern would more likely use NCN Route 5 and residents of Llanfihangel yn Nhowyn would not need to cross the junction in order to travel to Valley or Holyhead. People from Bryngwran also have options that follow local roads and could avoid this junction. On this basis, cyclists and walkers using the existing Junction 4 roundabouts would be used to the existing traffic flows from the A5 and A55 slip-roads.
- 3.5.35 The magnitude of change due to the increased traffic flows around shift changes would be medium and the effect on active travel is considered to be minor adverse based on the highway being a low value resource for active travel users. The number of cyclists using this route for active travel journeys during the mid-evening (between approximately 6.30pm to 8pm) is likely to be low, and therefore the significance of effect during this time period would be negligible. Outside shift change times the increase in traffic flows do not change significantly and the magnitude of change is negligible. This change to a low value receptor would result in a negligible effect on active travel users.

Designated cycle routes

- 3.5.36 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists on the highway

- 3.5.37 For the opening year of the A5025 Off-line Highway Improvements, the relative increase in HGV and PSV flows would be greatest in the early morning and early evening on weekdays and weekends. Whilst the HGV and PSV flows at these times would be higher than during the opening year of the A5025 Off-line Highway Improvements, the magnitude of change in amenity and convenience for active travel users is still considered to be medium and the significance of the effect would vary from minor to moderate adverse depending on location. For those sections of the A5025 assigned low value,

the significance of effect would be minor adverse. For the A5 (medium value) and for those sections of the A5025 assigned medium or high value, the significance of the effect would be moderate adverse. For sections of the A5025 assigned a negligible value for active travel purposes, the significance of effect on these sections of the route has been assessed as negligible.

- 3.5.38 During late morning on weekdays, and early morning and early evening on weekends, the magnitude of change in amenity and convenience for active travel users would be small. At these times the significance of the effect would be minor adverse for the A5 (medium value) and for those sections of the A5025 assigned medium or high value. The significance of effect would be negligible for all other sections of the A5025. During late morning and mid-evening on weekdays the magnitude of change and therefore significance of the effect on active travel walkers and cyclists using the A5 and all sections of the A5025 would be negligible.

Designated cycle routes

- 3.5.39 NCN Route 5 crosses the A5025 at Llanynghenedl; this could be used by cyclists undertaking an active travel journey between Bodedern and Valley or Holyhead. The potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the overall active travel journey. On this basis, the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would therefore be negligible adverse.

Peak construction

- 3.5.40 The traffic flows that are anticipated in a baseline scenario as well as the increased traffic associated with the Wylfa Newydd Project as set out in chapter C2 (Application Reference Number: 6.7.2) have been used to inform the assessment.

Public access

- 3.5.41 Traffic-related effects on public access and recreation would primarily relate to the reduction in recreational amenity for walkers using PRoWs that are routed across the main highways transportation route at grade. There would also be a localised reduction in recreational amenity for walkers using PRoWs which join roads that form part of the highways transportation route at grade as a result of the noise and dust generated by passing traffic.

Junction 2 of the A55 to the Logistics Centre

- 3.5.42 There would be no effect on the PRoWs listed in table C3-2 as they do not join the A5153 or the minor road between the Junction 2 of the A55 and the Logistics Centre or cross them at grade.

Junction 4 of the A55 to the Park and Ride

- 3.5.43 There are no PRoWs within the study area for the highway transportation route between Junction 3 of the A55 and the Park and Ride. Therefore, there would be no effect on public access receptors.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

- 3.5.44 The relative increase in total traffic flows over baseline levels would be greater at peak construction than during the opening year for the A5025 Off-line Highway Improvements with the increase in traffic flows greatest in the early morning (between 7am and 8am) and early evening (between 5pm and 6pm) on weekdays and weekends, and lower at late morning (between 11am and midday) and mid-evening (between 7pm and 8pm) on weekdays and weekends.
- 3.5.45 In the early morning and early evening on weekdays and weekends, increase in total traffic flows along the A5025 would affect the recreational amenity of PRow 27/020/1 sufficiently to discourage walkers from using this route. The magnitude of change in recreational amenity would be medium, and the significance of the effect would be moderate adverse. The magnitude of change and significance of effect on the recreational amenity of PRow 27/020/1 and 49/014/2 during peak recreational times (e.g. late morning and mid-evening) would be negligible.
- 3.5.46 Walkers using PRow which adjoin the A5 and A5025 would also experience a limited reduction in recreational amenity as a result of the additional noise and dust generated by the increased traffic flows along these roads. At peak construction there would be 40 PRows which adjoin the A5025 between Valley and Tregele, and no PRows that adjoin the A5 between Junction 3 and the A5025. The reduction in recreational amenity associated with increased traffic flows would be localised to the portion of the route closest to the road, and would not be sufficient to affect walkers' enjoyment of the route. On this basis, the magnitude of change and significance of effect on recreational amenity for the 40 PRows listed in table C3-2 which would join the A5025 at grade at peak construction would be negligible.

Onshore recreation

Junction 2 of the A55 to the Logistics Centre

Designated cycle routes

- 3.5.47 Vehicles entering and exiting the Logistics Centre from the spine road for the industrial estate at Parc Cybi would be required to cross the Lôn Trefignath. It is anticipated that there would be up to 40 vehicles per hour entering and 40 vehicles per hour exiting the Logistics Centre at peak times. Whilst the provision of the zebra crossing at the site entrance would reduce the severity of the reduction in recreational amenity for cyclists, it would still be sufficient to discourage the use of this route. The magnitude of change in recreational amenity would be medium, and the significance of the effect on the Lôn Trefignath (which has been assigned high value) would be moderate adverse.

Onshore recreational facilities

- 3.5.48 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.49 The assumptions for this assessment are based on chapter F1 (Application Reference Number: 6.6.1).
- 3.5.50 There would be a reduction in the recreational amenity of the A5 between Junction 4 of the A55 and the Park and Ride as a result of the increased traffic flows at these times, which would be partially mitigated by the shared use footway/cycleway along the A5 and the northern roundabout of Junction 4 of the A55 provided by Horizon as part of the Park and Ride. This new provision would link to the existing shared use footway/cycleway on the southern roundabout of the A5, providing a continuous route through Junction 4 of the A55.
- 3.5.51 Based on professional judgement, the reduction in recreational amenity associated with increased traffic flows in the early morning (approximately 6.30 am to 8am) and mid-evening (approximately 6.30pm to 8pm) would be sufficient to discourage use of these routes to the extent that there would be a large magnitude of change. The A5 between Junction 4 of the A55 and the Park and Ride has been assigned low value for recreational walkers and cyclists. The significance of the effect on recreational walkers and cyclists during early morning (approximately 6.30am to 8am) and mid-evening (approximately 6.30pm to 8pm) would be moderate adverse. During the late afternoon and early evening (approximately 4.30pm to 6pm) the reduction in amenity would not be sufficient to affect usage, and the significance of effect would be minor adverse.
- 3.5.52 Outside of these periods the number of vehicles entering and exiting the Park and Ride would be far lower, limited to those required for the operation of the Park and Ride. The magnitude of change and significance of effect on recreational amenity for recreational walkers and cyclists would be negligible.

Designated cycle routes

- 3.5.53 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Onshore recreational facilities

- 3.5.54 There are no recreational receptors within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walking and cycling on the highway

- 3.5.55 Effects on recreational walkers and cyclists travelling along the A5025 would be principally related to the number of HGVs and PSVs also using this road. Widening works undertaken as part of the A5025 On-line Highway Improvements would help reduce the effect of increased HGV and PSV flows for cyclists.

- 3.5.56 Based on information set out in the DCO Transport Assessment (see appendix C2-4, Application Reference Number: 6.3.14), the increase in the number of HGVs and PSVs on weekdays would be large. This relative increase applies throughout the day as a result of the PSVs peaking at shift changes, and HGVs from the Logistics Centre principally throughout the day. The magnitude of change in recreational amenity associated with increased numbers of HGVs and PSVs on the A5025 at these times is considered to be medium, as it would be sufficient to discourage walkers and cyclists from using the A5025. Using professional judgement, the significance of the effect on the A5025 as a recreational route at these times has been assessed as moderate adverse for cyclists and walkers.
- 3.5.57 Typically, at weekends and in evenings after 7pm there would be no goods vehicles travelling between the Logistics Centre and the Wylfa Newydd Development Area, although there would still be a small peak in PSV and HGV flows in the early morning and early evening associated with the construction worker shift change at the Wylfa Newydd Development Area. This increase in numbers during shift changes, while being a large percentage increase on anticipated baseline flows is not considered to be sufficient to discourage recreational cyclists or walkers from using sections of the A5025. The magnitude of change is medium, but using professional judgement the significance of the effect is considered to be minor adverse. The magnitude of change in the evenings and weekends (outside shift changes) would be negligible, and the resultant effect would therefore be negligible.
- 3.5.58 Adverse effects on walkers and cyclists crossing the A5025 between PRoWs or between the side roads which bisect the existing A5025 would be related to the increase in total traffic flows along the route. The relative increase in total traffic flows would be greatest in the early morning (between 7am and 8am) and early evening (between 5pm and 6pm) on weekdays and weekends. At these times the severance resulting from increased traffic flows along the A5025 would be sufficient to affect the recreational amenity of walkers and cyclists. However, this would only be a small magnitude of change. The significance of the effect on recreational amenity for walkers and cyclists crossing the A5025 would be minor adverse.
- 3.5.59 During the late morning and early evening on weekdays and weekends the increase in traffic flows resulting from the Wylfa Newydd Project would be substantially lower, and would barely be noticeable by walkers, cyclists and horse riders crossing the A5025. The magnitude of change and significance of effect on recreational amenity for recreational walkers, cyclists and horse riders (who may be crossing at weekends) crossing the A5025 at late morning and early evening on weekdays and weekends would be negligible.
- 3.5.60 It is assumed that the Tour de Môn would continue to take place at the weekend as it has done in previous years, and would use the routes described on the Tour de Môn page of the Always Aim High events website [RD5] (taking into account the changes in alignment of the A5025 proposed as part of the A5025 Off-line Highway Improvements discussed in chapter G1 (Application Reference Number: 6.7.1). For previous races the start time has been 7am and chip timing has ceased at 5pm, which indicates that the vast majority of participants will have completed the section of the race which is routed along

the A5025 before buses carrying construction workers to the Wylfa Newydd Development Area leave the Park and Ride. On this basis, there would be no effect on most participants of the Tour de Môn as a result of the increased traffic on the A5025 and A5 in respect of the Wylfa Newydd Project. There would be a minor adverse effect on any participants who do not manage to pass through the section of the routes which run along the A5025 and A5 prior to 4pm as a result of the peak HGV and PSV flows along the route associated with shift change for construction workers at the Wylfa Newydd Development Area, as they will have to cross the flow of PSVs at Valley junction. This assessment is based on the medium value assigned to the A5025 where it is part of the Tour de Môn route and the small magnitude of change associated with the PSV movements.

Designated cycle routes

- 3.5.61 Cyclists using NCN Route 566 (Copper Trail) are required to cross the A5025 at Llanrhuddlad and, once the Copper Trail has been diverted to avoid Cemlyn Road, also at Bwlch. NCN Route 566 is mainly used by recreational cyclists. The severance associated with the increase in traffic flows has been considered in the context of the longer NCN Route and while there would be a localised effect as the route crosses the A5025 it would not be sufficient to discourage use as it is only an occasional reduction of a much longer route, this equates to a negligible magnitude of change on a medium value receptor. The significance of the effect on recreational amenity of NCN Route 566 (Copper Trail) would be negligible.
- 3.5.62 NCN Route 5 crosses the road at Llanyngghenedl, this route is used by recreational cyclists but as with NCN 566 the potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the main recreational route cycled. On this basis the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would be negligible adverse.

Onshore recreational facilities

- 3.5.63 There are no onshore recreational receptors within the study area for the highway transportation route between Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Active travel

Junction 2 of the A55 to the Logistics Centre

Walkers and cyclists on the highway and designated cycle routes

- 3.5.64 It is anticipated that there would be up to 40 vehicles per hour entering and 40 vehicles per hour exiting the Logistics Centre at peak times. Walkers and cyclists using the shared use footway/cycleway or the Lôn Trefignath which runs along the northern side of the spine road would also be affected by vehicles entering and exiting the Logistics Centre. The shared use footway/cycleway which runs along the spine road and A5153 between the Logistics Centre and Junction 2 of the A55 has been assigned medium value

for active travel. Currently there are no vehicles accessing the site as it is a vacant plot in the Parc Cybi Business Park.

- 3.5.65 The Parc Cybi Business Park site has not been built out at this time and therefore, there are no traffic flows in or out of the site on which the Logistics Centre would be constructed. There are also very limited vehicle movements on the Parc Cybi spine road. The development of the wider Parc Cybi Business Park is considered in volume I (cumulative effects) (Application Reference Numbers: 6.9.1 to 6.9.5). However, the lack of traffic on what is a consented site is of relevance when considering baseline traffic flows. The percentage increase in traffic flows would be extremely high even where it did not equate to large numbers of vehicles, and on this basis the assessment professional judgement has been used and the magnitude of change considers the number of vehicle movements rather than percentage increase as the key determinant of the effect.
- 3.5.66 The layout of the site entrance is described in more detail in chapter H4 (Application Reference Number: 6.8.4) of this Environmental Statement but in summary would involve a lane of traffic entering the site and a lane of traffic exiting the site, with an effective traffic island between these two traffic flows. There would be a zebra crossing across the site entrance with walkers and cyclists being given priority over vehicles entering and leaving the Logistics Centre.
- 3.5.67 The introduction of this junction, albeit foreseen when outline consent was granted for the Parc Cybi Business Park, would add a degree of inconvenience to the active travel journey as it would introduce crossing into the route. The mixture of vehicles entering and exiting the Logistics Centre would predominantly be HGVs, which would have a greater effect on the safety (both perceived and actual) of cyclists using the Lôn Trefignath and dual use path. Considered together the reduction in convenience and attractiveness of this route for active travel purposes would result in a moderate adverse effect on walkers and cyclists.

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.68 As discussed above, it is assumed that some workers travelling to the Wylfa Newydd Site as part of their daily commute would use the Park and Ride via the A5 and Junction 4 of the A55 and would be entering or exiting the Park and Ride in cars at each end of their shift.
- 3.5.69 The effect on people undertaking active travel journeys as a result of the increase in traffic flows along the A5 would be partially mitigated by the provision of a shared use footway/cycleway along the route to link with the existing shared use footway/cycleway through Junction 4 of the A55. However, the increased traffic flows in the early morning (between approximately 6.30am and 8am), late afternoon to mid-evening (between approximately 4.30pm and 5pm) could affect people using this route for active travel.

3.5.70 Having considered potential active travel journeys that could be using this junction, it is assumed that the number of cyclists (or, to a lesser extent, walkers due to the distance between local communities and active travel destinations) would be low. Residents of Bodedern would more likely use NCN Route 5 and residents of Llanfihangel yn Nhowyn would not need to cross the junction in order to travel to Valley or Holyhead. People from Bryngwran also have options that follow local roads and could avoid this junction. On this basis, any cyclists using the existing Junction 4 roundabouts would be used to existing traffic flows. The magnitude of change due to the increased traffic flows around early morning (between approximately 6.30am and 8am) and late afternoon to early evening (between approximately 4pm to 5.30pm) would be medium and the effect on active travel is considered to be minor adverse due to the low value of this receptor. The number of cyclists using this route for active travel journeys during the mid-evening (between approximately 6.30pm to 8pm) is likely to be low, and therefore the significance of effect during this time period would be negligible. Outside shift change times the increase in traffic flows do not change significantly and the magnitude of change and resultant effect is negligible.

Designated cycle routes

3.5.71 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists on the highway

3.5.72 For peak construction, the relative increase in HGV and PSV flows at peak construction would be greatest in the early morning and early evening on weekdays and weekends. Whilst the HGV and PSV flows at these times would be higher than during the opening year of the A5025 Off-line Highway Improvements, the magnitude of change in amenity and convenience is still considered to be medium and the significance of the effect would vary from minor to moderate adverse depending on location. For those sections of the A5025 assigned low value the significance of effect would be minor adverse. For the A5 (medium value) and for those sections of the A5025 assigned medium or high value the significance of the effect would be moderate adverse. For sections of the A5025 assigned a negligible value for active travel purposes and the significance of effect on these sections of the route has been assessed as negligible.

3.5.73 During late morning on weekdays, and early morning and early evening on weekends, the magnitude of change in recreational amenity would be small. At these times the significance of the effect would be minor adverse for the A5 (medium value) and for those sections of the A5025 assigned medium or high value. The significance of effect would be negligible for all other sections of the A5025. During late morning and mid-evening on weekdays the magnitude of change and significance of the effect on active travel walkers and cyclists using the A5 and all sections of the A5025 would be negligible.

Designated cycle routes

- 3.5.74 NCN Route 5 crosses the road at Llanynghenedl, this could be used by active travel cyclists undertaking an active travel journey between Bodedern and Valley or Holyhead. The potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the overall active travel journey. On this basis, the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would be negligible adverse.

Peak operation

- 3.5.75 Traffic-related effects on public access would primarily relate to the reduction in recreational amenity for walkers using PRoWs that are routed across the main highways transportation routes at grade. There would also be a localised reduction in recreational amenity for walkers using PRoWs which join roads which form part of the highways transportation route at grade, as a result of the noise and dust generated by passing traffic.

Public access

Junction 2 of the A55 to the Logistics Centre

- 3.5.76 There would be no effect on the PRoWs listed in table C3-2 as they do not cross the A5153 or the spine road between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

- 3.5.77 There are no PRoWs within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride, therefore, there would be no effect on public access receptors.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

- 3.5.78 The relative increase in total traffic flows along the A5025 during the operational period of the Power Station would primarily be associated with operational workers travelling to and from the site at shift change. Shift change for normal operational staff is assumed to be 8am and 4pm on weekdays and weekends for normal operative staff, and 7am and 7pm for critical, security, and outage staff.
- 3.5.79 The largest effect on recreational amenity would be during the early morning when the changeover times for the two shift patterns coincide. There would also be a smaller peak at late afternoon and mid-evening corresponding to the shift change for each of the two shift patterns.
- 3.5.80 Walkers using PRoW which adjoin the A5 and A5025 would experience a limited reduction in recreational amenity as a result of the additional noise and dust generated by increased traffic along these roads. At peak operation there would be 41 PRoWs (assuming PRoW 27/020/1 is not split and renumbered) which adjoin the A5025 between Valley and Tregale, and no PRoWs that adjoin the A5 between Junction 3 and the A5025. The reduction in

recreational amenity associated with increased traffic flows would be localised to the portion of the route closest to the road, and would not be sufficient to affect walkers' enjoyment of the route. On this basis, the magnitude of change and significance of effect on recreational amenity for the 40 PRowWs listed in table C3-2 which would join the A5025 at grade at peak operation and the one PRowW that would be routed under the A5025 would be negligible.

Onshore recreation

Junction 2 of the A55 to the Logistics Centre

Walkers and cyclists on the highway

- 3.5.81 It is assumed that the Logistics Centre will be decommissioned following construction of the Power Station, hence there would be no effect on the recreational amenity of the Lôn Trefignath during operation.

Onshore recreational facilities

- 3.5.82 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre.

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.83 It is assumed that the Park and Ride will be decommissioned following construction of the Power Station, hence there would be no effect on the recreational amenity of the spine road or A5153 between Junction 2 of the A55 and the Logistics Centre at peak operation.

Designated cycle routes

- 3.5.84 There are no designated cycle routes within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Onshore recreational facilities

- 3.5.85 There are no onshore recreational facilities within the study area for the highway transportation route between Junction 4 of the A55 and the Park and Ride.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists on the highway

- 3.5.86 The effect of increased traffic flows at peak operation would be limited to the early morning, early evening and mid-evening. The reduction in recreational amenity of the A5 and A5025 during these times is considered to be sufficient to discourage the use of the route for recreational purposes, representing a medium magnitude of change. During the early morning the effect on recreational amenity for walkers and cyclists crossing the A5025 would be

moderate adverse on weekdays and weekends, with a minor adverse effect during the early and mid-evening on weekdays and weekends. There would be no effect on walkers and cyclists using the A5025 outside of these times.

- 3.5.87 The relative increase in HGV and PSV flows along the A5025 would be very low at all times during weekdays and at weekends and would not result in a noticeable reduction, which would result in a negligible magnitude of change from baseline conditions, in recreational amenity for walkers and cyclists using the route. Therefore, at these times the effect on the A5025 as a recreational route for walkers and cyclists during peak operation has been assessed as negligible.
- 3.5.88 There would be occasional larger peaks in traffic and HGV movements entering and exiting the Off-Site Power Station Facilities north of Llanfaethlu during training and under emergency circumstances, and also during outages. These events would also increase total traffic flows along the A5025, particularly in the early morning and mid-evening at shift change for outage staff. Such occurrences would occur infrequently for a period of approximately one month every 17-23 months, however, during these periods of time the reduction in recreational amenity for recreational walkers and cyclists would be sufficient to discourage use (i.e. the magnitude of change would be medium) but would not prevent use of the route entirely. Taking into account the value of the A5025 for recreational walkers and cyclists the significance of the effect at early morning and mid-evening during outages would be moderate adverse.
- 3.5.89 As discussed in the assessment of effects for the A5025 Off-line Highway Improvements (chapter G4, Application Reference Number: 6.7.4) the vast majority of participants in the Tour de Môn would not be affected by increased HGV and PSV flows along the A5025 and A5 as they would have passed through the section of the Tour de Môn routes along the A5025 and A5 prior to the early evening peak in vehicles along the A5025 associated with shift change for both shift patterns for the Power Station operation workers. There would be no effect on the Tour de Môn for the majority of participants. Typically traffic flows along this open road race are managed by event marshals, and therefore, the reduction in recreational amenity for any cyclists who are still travelling along the A5205 in the early evening would not be sufficient to deter them from taking part in the race. The magnitude of change for these participants would be small, and the significance of the effect would be minor adverse.

Designated cycle routes

- 3.5.90 Cyclists using NCN Route 566 (Copper Trail) are required to cross the A5025 at Llanrhuddlad and, once the Copper Trail has been diverted to avoid Cemlyn Road, also at Bwlch. NCN Route 566 is mainly used by recreational cyclists. The severance associated with the increase in traffic flows has been considered in the context of the longer NCN Route and while there would be a localised effect as the route crosses the A5025 it would not be sufficient to discourage use as it is only an occasional reduction of a much longer route, this equates to a negligible magnitude of change. The significance of the

effect on recreational amenity of NCN Route 566 (Copper Trail) would be negligible adverse.

- 3.5.91 NCN Route 5 crosses the road at Llanynghenedl; this route is used by recreational cyclists but as with NCN 566 the potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the main recreational route cycled. On this basis the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would be negligible adverse.

Onshore recreational features

- 3.5.92 There are no onshore recreational features within the study area for the highway transportation route between Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025.

Active travel

Junction 2 of the A55 to the Logistics Centre

Walkers and cyclists on the highway and designated cycle routes

- 3.5.93 It is assumed that the Logistics Centre will be decommissioned following construction of the Power Station, hence there would be no effect on active travel journeys undertaken using the shared use cycleway/footway or the Lôn Trefignath between Junction 2 of the A55 and the Logistics Centre at peak operation

Junction 4 of the A55 to the Park and Ride

Walkers and cyclists on the highway

- 3.5.94 It is assumed that the Park and Ride will be decommissioned following construction of the Power Station, hence there would be no effect on the recreational amenity of the spine road or A5153 between Junction 2 of the A55 and the Logistics Centre at peak operation.

Designated cycle routes

- 3.5.95 There are no designated cycle routes within the study area for the highway transportation route between Junction 2 of the A55 and the Logistics Centre.

Junction 3 of the A55 to the Off-Site Power Station Facilities and the Wylfa Newydd Development Area using the A5 and A5025

Walkers and cyclists on the highway

- 3.5.96 The effect of increased traffic flows at peak operation would be limited to the early morning, early evening and mid-evening as a result of shift changes at the Power Station. The increase in traffic flows would typically be cars rather than HGVs. As this is the peak time when people would be undertaking active travel journeys the magnitude of change for the A5025 as an active travel route would be medium. The significance of the effect on active travel walkers

and cyclists using the A5025 would be moderate adverse for those sections that have been assigned medium or high value for active travel and minor adverse for those sections of the A5025 assigned low value for active travel. For sections of the A5025 which have been assigned a negligible value the effect would be negligible.

Designated cycle routes

- 3.5.97 NCN Route 5 crosses the road at Llanynghenedl, this could be used by active travel cyclists undertaking an active travel journey between Bodedern and Valley or Holyhead. The potential effects are considered in the context of cycling a much longer route, with the potential effect being incidental to the overall active travel journey. On this basis, the magnitude of change is considered to be negligible and the potential effect of the increase in traffic flows would be negligible adverse.

3.6 Additional mitigation

- 3.6.1 In accordance with chapter B1 (Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to public access and recreation were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.
- 3.6.2 Additional mitigation measures would be implemented to address the potential significant effects identified in the assessment of effects section. These additional mitigation measures are summarised below.

Opening year of the A5025 Off-line Highway Improvements

- 3.6.3 No additional mitigation measures have been identified that would reduce the potential effects of the increase in traffic flows on public access and recreation between the Junction 4 of the A55 and the Park and Ride or between Junction 3 of the A55 and the Wylfa Newydd Development Area.
- 3.6.4 To mitigate for the effects on on-shore recreation and active travel in respect of the increased traffic flows, bilingual signage would be erected on the Lôn Trefignath as it approaches the site entrance (in both directions), on the highway at the site entrance and at the site exit to warn pedestrians, cyclists and drivers of the zebra crossing and potential conflicts as traffic moves in and out of the Logistics Centre.

Peak construction

- 3.6.5 No additional mitigation measures have been identified that would reduce the potential effects of the increase in traffic flows on public access and recreation beyond those set out for the opening year of the A5025 Off-line Highway Improvements scenario.

Peak operation

- 3.6.6 No additional mitigation measures have been identified as being required.

3.7 Residual effects

- 3.7.1 This section describes the residual effects on recreation and active travel having taken into account the embedded, good practice and additional mitigation described above. Tables C3-4 and C3-5 below provide a summary of significant residual effects identified either prior to or post application of additional mitigation for the opening year and peak construction.
- 3.7.2 No significant adverse effects were identified on public access receptors. Consequently, a table of residual effects for public access has not been included below.
- 3.7.3 Additionally, all effects of minor significance or greater identified in the assessment of effects section are summarised in appendix I3-1 (master residual effects table) (Application Reference Number: 6.9.8).

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Table C3-4 Summary of residual effects: onshore recreation

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Opening year of the A5025 Off-line Highway Improvements								
Recreational walkers and cyclists on shared footway/cycle way and Lôn Trefignath	Medium	Reduction in recreational amenity due to increased total HGV movements in and out of the Logistics Centre.	Temporary, long-term	Medium	Moderate adverse	Bilingual signage would be erected on the Lôn Trefignath as it approaches the site entrance (in both directions), on the highway at the site entrance and at the site exit to warn pedestrians, cyclists and drivers of the zebra crossing and potential conflicts as traffic moves in and out of the Logistics Centre.	Small	Minor adverse
Walkers, cyclists and travelling	Low	Reduction in recreation amenity due	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
along the A5025 for recreational purposes during weekdays (not as part of a promoted route)		to increased HGV movements.						
Peak construction								
Recreational walkers and cyclists on shared footway/cycle way and Lôn Trefignath	Medium	Reduction in recreational amenity due to increased total HGV movements in and out of the Logistics Centre.	Temporary, long-term	Medium	Moderate adverse	Bilingual signage would be erected on the Lôn Trefignath as it approaches the site entrance (in both directions), on the highway at the site entrance and at the site exit to warn pedestrians, cyclists and drivers of the zebra crossing and potential	Small	Minor adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
						conflicts as traffic moves in and out of the Logistics Centre.		
Walkers, cyclists and travelling along the A5025 for recreational purposes during weekdays (not as part of a promoted route)	Low	Reduction in recreation amenity due to increased HGV movements.	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
Peak operation								
No significant adverse effects have been identified during peak operation.								

Table C3-5 Summary of residual effects: active travel

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Opening year of the A5025 Off-line Highway Improvements								

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Active travel cyclists and walkers on sections of the A5025 of high value for active travel	Medium	Reduction in amenity and convenience of the routes due to the increase in traffic flows along the A5025 during peak traffic flow periods.	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
Active travel walkers and cyclists on shared footway/cycle way and Lôn Trefignath	Medium	Reduction in recreational amenity due to increased total HGV movements in and out of the Logistics Centre.	Temporary, long-term	Medium	Moderate adverse	Bilingual signage would be erected on the Lôn Trefignath as it approaches the site entrance (in both directions), on the highway at the site entrance and at the site exit to warn pedestrians, cyclists and drivers of the zebra crossing and potential conflicts as traffic	Small	Minor adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
						moves in and out of the Logistics Centre.		
Walkers and cyclists using the A5 between Junction 4 of the A55 and the Park and Ride	Low	Reduction in amenity and convenience associated with cars travelling to and from the Park and Ride during the early morning and late-afternoon to early evening.	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
Peak construction								
Active travel cyclists and walkers on sections of the A5025 of high value for active travel	Medium	Reduction in amenity and convenience associated with cars travelling to and from the Park and	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		Ride during the early morning and late afternoon to early evening.						
Recreational walkers and cyclists on shared footway/cycle way and Lôn Trefignath	Medium	Reduction in amenity and convenience recreational amenity associated with cars travelling to and from the Park and Ride during the early morning and late afternoon to early evening.	Temporary, long-term	Medium	Moderate adverse	Bilingual signage would be erected on the Lôn Trefignath as it approaches the site entrance (in both directions), on the highway at the site entrance and at the site exit to warn pedestrians, cyclists and drivers of the zebra crossing and potential conflicts as traffic moves in and out of the Logistics Centre.	Small	Minor adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Walkers and cyclists using the A5 between Junction 4 of the A55 and the Park and Ride	Low	Reduction in amenity and convenience recreational amenity associated with cars travelling to and from the Park and Ride during the early morning and late afternoon to early evening.	Temporary, long-term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
Peak operation								
No significant effects have been identified during peak operation.								

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3.8 References

Table C3-6 Schedule of references

ID	Reference
RD1	Isle of Anglesey County Council. 2011. <i>Definitive Map</i> . [Online]. [Accessed: 14 October 2016]. Available from: http://publicrightsofway.anglesey.gov.uk/ .
RD2	Sustrans. Undated. <i>North Wales Cycle Map</i> . [Online]. [Accessed: 30 June 2017]. Available from: http://www.sustrans.org.uk/ncn/map .
RD3	Always Aim High Events. 2017. <i>Tour de Môn</i> . [Online]. [Accessed: 06 July 2017]. Available from: http://alwaysaimhighevents.com/tour-de-mon/tour-de-mon-ride-reports .
RD4	National Assembly for Wales. 2014. <i>Design Guidance Active Travel (Wales) Act 2013</i> . [Online]. [Accessed: 30 June 2017]. Available from: http://gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf .
RD5	Always Aim High Events. 2017. <i>Tour de Môn</i> . [Online]. [Accessed: 06 July 2017]. Available from: http://alwaysaimhighevents.com/tour-de-mon/tour-de-mon-route-information .

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