



Design Review Report

Wylfa Associated Development,
Anglesey

DCFW Ref: 60

Meeting of 9th June 2015



Declarations of Interest

Panel members, observers and other relevant parties are required to declare **in advance** any interests they may have in relation to the Design Review Agenda items. Any such declarations are recorded here and in DCFW's central records.

Review Status

CONFIDENTIAL

Meeting date	9 th June 2015
Issue date	22 nd June 2015
Scheme location	Anglesey
Scheme description	Associated development to proposed Nuclear Power Station
Scheme reference number	60
Planning status	Pre-application

Declarations of Interest

Ewan Jones is employed by Grimshaw and has been involved with EDF, at Hinkley and at Sizewell.

Consultations to Date

The Design Commission has been consulted previously through the design review service on 9th December 2014 regarding the Gateway site which consisted of a visitor centre, sports and social club, alternative energy control centre and district survey laboratory (AECC & DSL).

The Proposals

This meeting covered a range of on and off site developments associated with the nuclear power station as well as highway improvements. An update was provided in relation to the visitor centre, sports and social club and AECC & DSL. All of these elements will be subject to TCPA applications and fall outside of the DCO application.

Main Points

The team provided an update on the elements of the gateway site that made up the previous review. These were not the focus of the meeting but the update was useful by way of context.

Visitor centre - other sites are being looked at for this building away from the Gateway site. One site under consideration is located to the south of the Gateway site which has the advantage of a view over the power station site. The media centre may be co-located with the visitor centre.

The Commission would like to see a brief for this building as this will help to guide the design. This brief should be developed by or from the perspective of, whoever will be running the centre as this will take into consideration the practical requirements of the building and site.

The building must be designed in response to a clear site analysis which should take into consideration the relationship with the power station, other adjacent development and the wider landscape

Sports and social club – Horizon are working with the club to develop an appropriate proposal to meet their requirements.

AECC - alternative sites are being explored but this facility is likely to be on the gateway site.

Road Improvements

On-line and off-line works to existing roads are required to accommodate the additional volume and size of vehicles during construction and when the station is functional. This will be supported by a marine off-loading facility for large, indivisible goods.

The stated ambition for online road improvements is improve safety, employ a suitable design speed and reflect the character and feel of the locality. The Commission support these aims as legacy benefits for the existing community, however the detail of how this will be achieved is not yet clear.

Each section of the off-line improvements were explained and discussed. The following points relate to the road improvements in general as the design proposals are taken forward:

- In relation specifically to the Valley junction we question whether there is a need for a roundabout of such scale which seems overbearing in this location. Is a signalised junction feasible?
- The broad principles of environmental mitigation are being developed with essential improvement zones and desirable landscape planting areas identified. We would like to see how these areas will relate to the character of the immediate existing landscape such as the potential to tie into field patterns or reflect tree clusters. The landscape response needs to be appropriate for the context rather than just using up the spaces that are left over. In some locations it will be appropriate to add new planting outside the highway works boundaries and agreement with landowners, to facilitate this, should be sought. All of this needs to be encapsulated into an overall landscape strategy that responds to the landscape character analysis. The landscape response is unlikely to be uniform in all sections of the highway works, and the strategy should describe and explain the distinct character of each section in addition to the ecological and other measurable environmental elements. Sketches and illustrations would be appropriate to convey the design rather than just engineering drawings.
- Similarly further information is required on the design of the drainage systems and whether these will stitch into existing patterns or be designed to look like something new. The design of any attenuation should be safe but not driven by

liability alone: security fencing around ponds would be an unwelcome visual intrusion and alternatives should be considered.

- Where sections of existing road are removed we support their return to fields/agricultural use. We would also like to see what changes will be made to the existing roads where they are being bypassed. Will there be opportunities for improvement such as environmental enhancements or a reduction of signage to improve the quality of the place? We consider this an important aspect of the legacy considerations once construction of the power station is complete..
- Three dimensional views would be helpful to explore the design process and the impact of embankments and structures. This would help the team to identify where a shallower gradient to the embankments is more appropriate as opposed to steeper banks.
- Where structures are to be replaced we recommend that options and examples from elsewhere are considered and that the resulting design is appropriate for the setting. This may mean moving away from what currently exists.

Off site development

Time allowed for only a short consideration of each of the supporting developments. The following comments cover the pertinent points that were discussed.

Accommodation

The current proposal for temporary accommodation is for 250 single room units on-site and 750 units off-site in Amlwch. It is recognised that although the off-site accommodation is temporary, for the period of construction, some may be required for up to ten years.

The Commission has significant concerns about the emerging designs for both the on and off site accommodation in relation to the quality of life it will provide for the workforce and the contribution it will make to existing communities. The initial layouts that were presented are based on a very formulaic approach to how people will live in them which does not create a positive sense of place or knit into the townscape of the existing settlement.

A design rationale is required that responds to the unique qualities of the site and a brief that considers how people will live on the site in a way that will have a positive impact on their health and wellbeing. It is unlikely that all of their needs will be met on site and therefore the impact on the local community and its facilities must be considered and prepared for.

Looking at other models of similar development such as university campus or holiday resort could help to guide the design. This may help to guide the approach to parking, integration of green space, distribution of facilities, creation of streets etc.

The legacy of the development needs to be considered and an Olympic village model could help to enable some of the accommodation to be used beyond the construction period and integrated into the wider built environment. It is understood that Horizon are

working with the local authority to understand the need for affordable housing which could be met through this approach.

Diagrams would be helpful to understand how the development will be phased.

Park and ride

With capacity for up to 2000 vehicles this is a large facility that will require a considered landscape strategy for its functional period and how it reverts back to open landscape once it is no longer required.

An overall on and off-site development plan

The Commission would find it helpful if the team could prepare an overall masterplan diagram that includes all of the temporary and permanent developments, highway works and the power station, that will enable the relationships between the various components to be seen and cumulative impact to be identified and understood.

A phasing diagram(s) would also be helpful. This will be able to inform discussion about the construction period and the post construction legacy.

For all of the off-site developments there needs to be a clear justification for the selection of sites and a narrative that explains what the site is like now, what it will be like during the interim construction phase and what it will be like beyond that.

Next steps

The Commission would welcome the return of the off-site developments to design review for more detailed consideration when the proposals are still at a flexible stage and there is scope for constructive input. We are keen to work with Horizon to identify appropriate stages in the programme for future reviews.

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A Welsh language copy of this report is available upon request.

Attendees

Horizon Team:

Voirrey Costain, Planning Consultant
Angus McLeod, Project Architect
Danny Harper, Development Manager
Tom Hurford, Project Engineer
Owain Lewis, Project Engineer
Jamie Gleave, Technical Director, Jacobs
David Ellison, Architect, Jacobs
Stephen Lamb, Project Engineer, Jacobs
Martin Ellis, Associate, AECOM

Design Workshop Panel:

Chair
Panel

Ewan Jones
Steven Smith
Andrew Linfoot
Jen Heal, Design Advisor, DCFW